

TARPA TOPICS

NOVEMBER 2009 ISSUE 96

2010 DUES DUE BY END OF YEAR
RETURN ENVELOPE INSIDE

~
MEMBERSHIP ROSTER AND
COMPLETE FLOWN WEST LIST
1930—2008 IN THIS ISSUE

TWA ACTIVE RETIRED PILOTS ASSOCIATION



**BOEING 747, 40 YEARS
1969-2009**

DON'T OVERLOOK



YOUR

DUES ENVELOPE



TARPA TOPICS THE MAGAZINE OF THE TWA ACTIVE RETIRED PILOTS ASSOCIATION
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COVER: This watercolor is courtesy of TWA historian Jon Proctor, "It was in a TWA brochure on the 747, publication date [was] January 1970. There's no identification of the artist....Jon" We also thank Jon for the 1970 B-747 photo on the back cover.

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PRESIDENT'S MESSAGE

It's Bon Voyage time for all who have signed up for the fall Color Cruise to New England and Canada, but by the time all read this, we will be back on dry land, with nothing but great memories. We'll include some pictures in the next issue of TOPICS.

After our spring Board of Directors meeting, we were surprised at the renewed offers from the Scottsdale hotels. As a result, we changed our choice for the 2010 Convention to the COTTONWOODS RESORT & SUITES (<http://scottsdalecottonwoods.com/>).

This is a delightful property of all separate Casita suites with living room and one bedroom , plus a private patio with hot tub at each.

It is centrally located on North Scottsdale Road, with two large upscale retail centers close by. In addition to a \$94.00 room rate, they offer the following amenities...daily complimentary full cooked breakfast, complimentary hi-speed internet in guest rooms, daily complimentary one hour cocktail reception, in different locations, such as a party corral, or on a pool patio overlooking their huge swimming pool area, and complimentary welcome amenities.

In addition they will furnish complimentary airport shuttles, both coming and going, which is a savings of \$80 per couple. But the real prize will be "La Hacienda House," a ranch house in the center of the grounds, with it's own pool patio, which will be our 24 hour gathering spot, and site of our daily hospitality gatherings...I don't believe we've ever had anything like this.

What we are trying to do is furnish a true GUEST RANCH setting for our convention goers, with the beautiful grassed grounds, pools and casitas...plus a large, enjoyable convention hall for our final night banquet.

All this, plus tours to such locations as Falcon Field, with a double hangar of vintage airplanes, the Heard museum of Indian artifacts, the Botanical Gardens, and possibly the Frank Lloyd Wright "Talisman West" museum. Vicki McGowen will have full details on these when they are finalized.

All in all, this should be one of our best conventions, in a location known and enjoyed by virtually every TWA'er, with amenities and tours, and at prices that are truly outstanding.

I hope I've whetted your appetites, and will see you all there.

Best Regards,

Guy 





SECRETARY/TREASURER REPORT July 31, 2009

As of July 31, 2009 the membership is as follows:

(R) Retired:	492
Active:	14
(E) Eagle:	336
(H) Honorary:	160
TOTAL:	1,002

There are also 25 subscribers to Topics and 11 who receive complimentary copies. We have added five new members since the last Topics. They are listed later in this issue.

Following is the financial report for the period from January 1, 2009 thru July 31, 2009:

1/1/2009:

Opening Balance	\$66,338.88
Income	\$23,345.64*
Expenses	\$29,433.08
Cash Flow	(\$6,087.44)
Balance 7/31/2009:	\$58,219.88

As mentioned above we have five new members, but would like more. Please contact your TWA pilot friends and ask that they join us in future events. They can contact me or go on the web site at www.tarpa.com to get an application.

*The income above includes the registration fees collected for the 2009 Convention.

Respectfully Submitted,

Ed Madigan



TARPA TOPICS

EDITOR'S NOTE

There are two things we would like to see in the hands of every TARPA member; the MEMBERSHIP DIRECTORY and the IN REMEMBRANCE (FLOWN WEST) list. The Directory can be made available to members only, as many of our members do not want their phone numbers and email addresses, or sometimes, even street addresses, made public. The Directory is available to members in three ways: 1– on our www.tarpa.com web site, 2– from Sec./Tres. Ed Madigan as an Adobe PDF file via email, or 3– a print out of the before mentioned file which Ed will mail to anyone unable to receive and print the “electronic” copy. For many purposes, a simple membership roster containing only first and last names is adequate. Beginning on P. 61 of this issue you will find such a list. It is quite short at slightly over six pages. If this is favorably received, perhaps we could include it in each November issue?

The IN REMEMBRANCE list is also included in this issue beginning on P. 67. Although it is long standing TARPA policy to print only memorials submitted by family or friends of deceased TARPA members, we have always included ALL TWA FLIGHT DECK CREWMEMBERS on this list. It simply would be wrong to ignore the passing of dear friends based solely on their TARPA membership status. We owe a huge debt of gratitude to Bob Sherman and John Bybee for acquiring and tabulating this data—also to John Gratz for editing the Flown West section in each issue.

You will note from Ed Madigan’s report (P. 4) that our paid membership has now dropped below 1,000. What with a membership with a median age of well over sixty, probably about the middle seventies, and no new blood coming in, we are a dying organization. We are presently losing about one hundred members per year. What to do?

There are many eligible potential members out there; we are going to reach out to them and you can help. After the membership has received it’s November TOPICS we plan to post the electronic edition, the Adobe PDF file from which the paper edition is printed, on our www.tarpa.com web site, just this one time. We will also email it to the membership and ask that they forward it to their friends who do not belong to TARPA. You will be able to check membership status by referring to the TARPA roster beginning on P. 61. The membership application on the last page (P. 83) can be printed out, filled out and returned to Sec./Tres. Ed Madigan.

Please help us with this membership drive. Let’s keep our association alive for as long as possible so that we can record and preserve our legacy by disseminating it as widely as possible. We already have every TOPICS issue digitized and we hope to have the TARPA TOPICS archives available on the Internet soon.

“The purpose of TARPA is social, recreational and non-profit, with a primary goal of helping its members to maintain the friendships and associations formed before retirement, to make retirement a more productive and rewarding experience....” *Article II, TARPA bylaws*

Erratum: On P. 26 of the July issue, the caption below the photo stated Category I minimums as an MDA, it should have been DH even though TWA Ops. Specs. treated a “raw data” ILS as a non precision approach. You will recall, in the jets, we needed a coupled approach or at least one flight director to use 200-1/2 minimums.





NEW MEMBERS

CAPT. JAMES LIDDELL
3737 SPY GLASS HILL RD.
SARASOTA, FL 34238

Capt. Liddell's name was misspelled in the July issue. We regret the error.—Ed.

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LAMOINE, ME 04605



TWA Stratoliner Luxury

“Welcome aboard!”



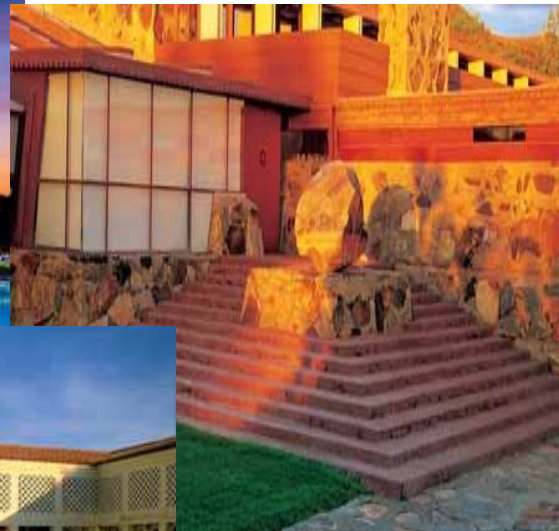


Scottsdale 2010

**Join us for the TARPA 2010 Annual Convention
September 6-10, 2010 at the
Scottsdale Cottonwood Resort**

<http://scottsdalecottonwoods.com/>

We were able to negotiate very favorable rates!
See the March *TOPICS* for details and registration forms





ARCHIVES PRESERVATION UPDATE

BY ONA GIESCHEN

Earlier this month we delivered the 1,834 pages of the 1960s decade to Western Blue for digitization. They are now on our web site, the University of Missouri (KC) Western Historical Manuscripts collection at www.umkc.edu/whmcke or, to go directly to the Skyliner archives: <http://www.umkc.edu/whmcke/twa/twaskyliner.htm> We had the earliest years, as well as the last years, of the publication completed in the spring and I felt that, next, the 1960's were appropriate. It was an extraordinary period of achievement. We moved into the jet age, inaugurated around the world service, tripled our size, diversified our activities and helped place men on the moon. Over half of those 1960s employees were hired during that decade.

We are ready to do all the rest of the years, all we need is the money. We do still need that one issue, Feb. 1940 Volume #4 issue #5. Prior to paying for the 1960's our donations totaled \$7,540 but the cost of the 1960's should run to about \$7376; not much left in the till. Then I attended the TWA Seniors Reunion in Kansas City and was given a \$500.00 check by the Heart of America Alumni Club. I would like to point out that a number of local groups have contributed substantial moneys to the project. The IAM Seniors Club of Compton Calif; TWA Lake of the Ozarks Chapter; TWA Clipped Wings MCI; TWA DCS Alumni Association; the TWA Heart of America Alumni Club; and the TWA Seniors Club at the AGMs of 2007 and 2009. We thank you all very much. Many of you have contributed funds in memory of loved ones who have Flown West, a fitting way to keep memories alive.

All issues have been microfilmed and the film is available to be borrowed on interlibrary loan. The digitized issues on the web site are searchable, click: [Search the TWA Skyliners PDF files](#) at the top of the "Skyliner" opening page.

The cost to digitize is \$2/page, \$12 for a typical six page issue. If you are willing to help, please send any size contribution to:

Ona Gieschen
TWA Seniors Club Historian
P.O. Box 901439
Kansas City, MO 64190

Make checks payable to: WHMC-KC



THE SECOND OLDEST FLYING AIRPLANE IN THE WORLD



It was my honor to fly this original 1909 Bleriot this week. It is the oldest flying airplane in the country, second oldest in the world. Its sister ship was the first airplane to cross the English Channel, also in 1909. It has an original Anzani engine, which has been powering it for 100 years. Since it has no flying instruments, I have no idea how fast it flies, but would guess something around 30mph.

By Hugh Schoelzel
TWA 1967—2003

It uses wing warping for roll control, which is marginally effective at such slow speeds. The rudder is small, but produces adequate yaw, albeit somewhat delayed after control input. Pitch control is similar to modern light airplanes when flown at absolute minimum speeds. The 35 hp engine starts and runs well, but having only three cylinders fires every 240 degrees of rotation, which is to say it is not the smoothest. Who knows how much horsepower it still produces? There are neither brakes nor any way to steer it effectively on the ground, so wing walkers are necessary. It barely makes enough speed to takeoff, and with its highly cambered airfoil seems to levitate as much as fly. In flight it feels like I imagine a butterfly would, affected by the slightest wind change. The margin between stall and level flight is only a couple of knots. Drag is very high, so it descends quickly with either less than full power or minor excess pitch. It lands nicely, but with little control at such minimal speeds. Built just six years after the Wright brothers first flew, it is an amazing accomplishment for Louis Bleriot to have flown across the English Channel in an identical airplane. Sitting in its wicker seat, surrounded by an incredible century of history and patina, and flying with the same sense of anticipation of the unknown as Louis Bleriot, was humbling and an honor.



[When asked what THE oldest flying plane was, Hugh responded, “Another Bleriot owned by the Shuttleworth collection in Great Britain. Theirs is slightly older, but they only fly it on rare occasions. We fly ours at Old Rhinebeck Air Shows every decent weekend during the season.” Hugh is President of Old Rhinebeck Aerodrome Air Shows. See their site at www.olderhinebeck.org—Ed.]



BLACK SEPTEMBER, 1970

It was September 6, 1970, the 13th and last day of a westbound around the world trip when we (Captain Carroll Woods* aka "C.D.", F/E Al Kiburis** and I) met our new cabin crew in Frankfurt Operations. Some of the cabin crew (Purser Rudy Swinkels, Student Purser Frank Allen and F/As Betty McCarthy, Rosemary Metzner, Vicky McVeigh, June Hassler and Linda Jensen) had been to a late Fasching [German Mardi Gras—Ed.] party the night before and appeared somewhat weary to us. However, we were finally on our way home and nothing could dampen our spirits.



By Jim Majer,
TWA 1965-1992

With every seat occupied (plus seven babies) C.D. took off, headed west in our 707-331 BA and had just finished a "passing over Brussels" P.A., when the cockpit door flew open and Betty McCarthy screamed "hijack". Both hijackers simultaneously entered the cockpit. The man held a .38 pistol and a grenade. The woman held an armed detonating device. After a few anxious minutes we managed to calm them down. Their highly agitated state became slightly more subdued, which pleased me to no end, as the shiny barrel of the .38 was pointed at me for most of the remaining flight. He must have known we co-pilots were expendable.

The hijackers were well prepared with almost current Jeppeson charts, accurate information on our fuel load and reams of paper which included PFLP (Popular Front For the Liberation of Palestine) propaganda speeches. They insisted we alter our course east but would never give us a final destination. They advised to proceed only two VORs at a time. Every course, altitude change and cockpit movement had to be carefully explained in advance to the nervous pair now permanently occupying our ACM chairs. Twice during the flight the Selcal alarm bells and lights went off which greatly upset them. It was very challenging to explain what had to be done to silence those loud, blaring bells and flashing lights without making any sudden unexplained move. Each time it was TWA Rome Dispatch wanting to know our destination. I should have thought to pull the Selcal circuit breaker sooner.

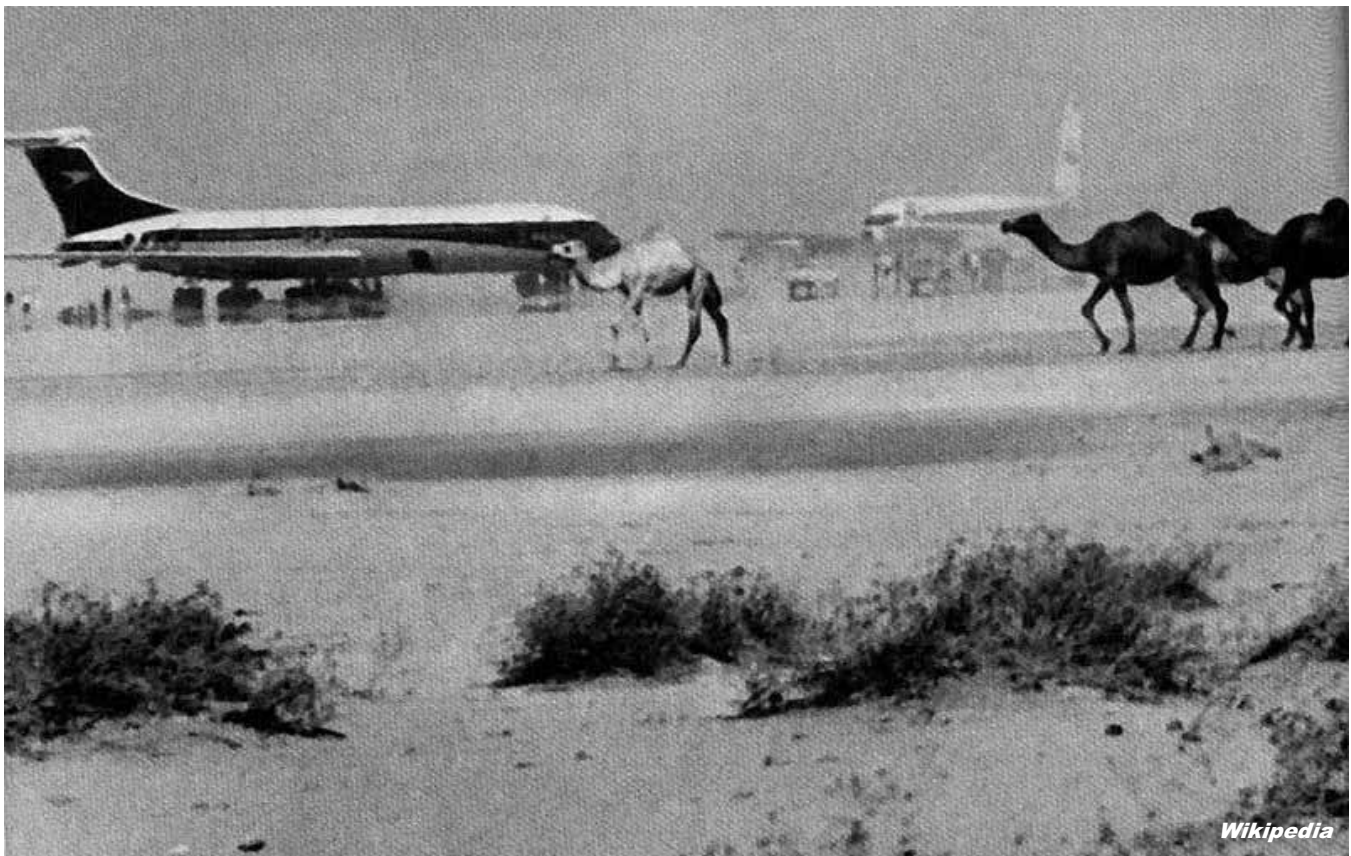
C.D. quietly continued flying and gently shook his head from side to side as if to say, "I can't believe this is really happening." One hijacker ordered a chicken sandwich and Al joined him. I remember watching Al eating and slowly shaking my head and softly saying, "How can you eat at a time like this?" He cheerfully replied, "Hey Jim, you don't know when the next meal maybe coming." How wise he proved to be.

We were not allowed to use our TWA 741 call sign; but "Gaza Strip" instead. The female hijacker gave periodic PFLP propaganda speeches to a new controller. It was dark by the time we arrived over Amman, Jordan. No one seemed to know where this airfield was supposed to be. We obeyed instructions while all five of us looked out for an airfield which was definitely not on any of our Jeppesons. Finally, a few lights were spotted by the hijackers who insisted that this was indeed the spot to land. But we only saw a few headlights and definitely not an airfield.

We decided to jettison down to 30,000 lbs. I set up the Dopplers so we could again find this tiny "airfield". We then proceeded to dump fuel carefully to avoid our fuel spray pattern. By this time, the only smoking allowed on board was in the cockpit. We found the "airfield" headlights on completion of the jettisoning.

* Carroll D. Woods, 1918-1995, TWA 1945-1978—Ed.

** Alfred A. Kiburis, 1924-1995, TWA 1951-1992—Ed.



C.D. dragged the field to get a better look. The headlights illuminated only about a thousand feet or so. I told Betty McCarthy to prepare the cabin for a possible crash landing. On downwind the landing gear was extended. The nose gear did not extend. Al cranked the nose gear down as per checklist. Now we had to convince the once again highly anxious hijackers to get out of their ACM chairs to allow Al to descend to the lower 41 to visually confirm the insertion of the nose gear locking pin.

When Al returned and all checklists were finally completed the hijackers refused to buckle in for landing. They were still holding the unpinned grenade, pistol and an armed (hand held, spring-activated) detonating device when C.D. landed. He made a smooth touchdown and used immediate full reverse to use up almost all of the now suddenly lit 3,000 to 4,000 visible feet of "runway". We stopped and parked off the "runway" exactly as ordered and secured the cockpit. We were told to immediately leave the cockpit, but not before Al turned off the battery. We still had a good battery, a 3,000 lb. air bottle and 30,000 lbs. of fuel for a quick exit if the opportunity ever presented itself.

Our reception party was comprised of singing and dancing PFLP commandos firing their weapons into the air. Many PFLP now entered the plane to guard us all. A woman known to us only as Sister Halah Joseph was now in charge of our guards. The male hijacker then disarmed the detonating device and hand grenade. Our jubilant hijackers departed to receive their hero's rewards. Two passengers, a slender man and young girl were also led off and given a hero's welcome. Strange—Al and I surmised that these two may well have been the back up to blow up the aircraft in case the initial hijack attempt failed. Little did we know at the time that later research would bear this out.

About 45 minutes later a Swissair DC-8 slammed down hard and threw all four engines into loud compressor stalls. Fortunately, it stopped not far from us and did not crash.

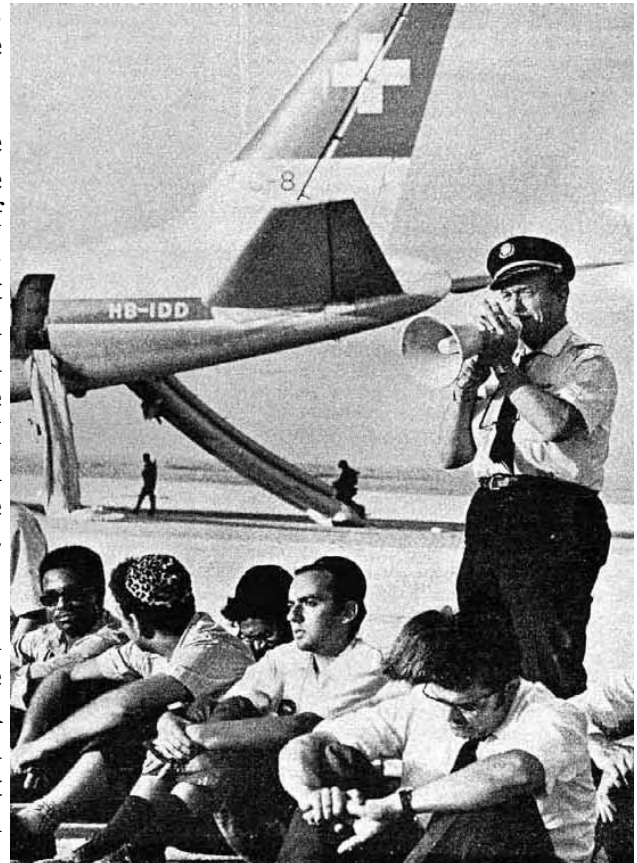
The next morning we realized that we had actually landed on a very small portion of dried up wadi about 30,000 feet long. It had been earlier used by the Brits (during the dry seasons) who called it *Dawson's Field*. However, it was now to be known as *Revolution Airport*.

A few days later a BOAC VC-10 was also hijacked but had trouble finding us. The excited PFLP guards ordered me to enter the cockpit to guide the VC-10 pilots to our position. I called Speedbird on their assigned frequency. Arabic voices (probably the hijackers) responded. I quickly replied on cue, "Speedbird, this is *Revolution Airport* GCA calling—steer 043° off the Amman Beacon—the VOR is unserviceable—and proceed about 11 miles. Look for a TWA 707 and a Swissair DC-8. Please land after these two aircraft. There should be about 24,000 feet remaining of runway available." Not long after, Speedbird landed and we again secured the cockpit.

On the first night, passports were collected and six male passengers were taken off the aircraft, never to be seen by us again. Interrogations, of mostly male passengers, took place during the nights.

We spent seven hot days and cold nights on the aircraft and acted as intermediaries between the guards and our mostly terrified passengers; 101 of them whose flight had originated from Tel Aviv. In fact, at least two passengers were holocaust survivors. I discovered this five days later when one woman tried to make a break for it. As I held her back from running away, she told me that she had been in Auschwitz and feared for her life. I did my best to reassure her but my main concern was to prevent her from creating panic among the others by drawing fire in a fruitless attempt to escape from the well guarded aircraft perimeter.

Two men in plain clothes were later brought on board. One gave me his calling card which said he was a Middle East Airlines Captain and IFALPA representative (Note: I later gave that calling card to the then very much interested ALPA President J. J. O'Donnell at the ALPA Safety Conference in Washington, DC in April, 1971. He kept it.) We were again briefly allowed in the cockpit. "What



Capt. Woods addresses passengers

can I do for you?" he asked. "Get us the hell out of here!" we quickly responded, as with one voice. Alas, even IFALPA could not solve our problem. However, we vowed to be slightly more cheerful when paying our ALPA dues if we ever got out of there.

We removed the over wing exits periodically for ventilation. We served what food we had on board and whatever additional food and water was brought to us by our captors. As soon as a jerry can of water was emptied we pressed for more and even more water. With seven babies aboard and no power, we asked for and received a propane hot plate to boil water for their formulas.

One day while pouring water I came across a young lad who refused to drink. I sternly said, "Look, there are two rules aboard this aircraft. Rule number one: drink water whenever it's offered." He drank and then meekly asked, "What is rule number two?" I responded, "I'll tell you later!" and moved on to another young boy wearing a Met's cap and said with authority, "Look, Jerry Koosman drinks water and you do, too!" No argument there. Water was critical to survival on board this oven-like aircraft.

We received hard boiled eggs on occasion. One of the Rabbi's refused to eat the boiled eggs for fear the water used to boil them had possibly contained pork fat. Others later asked, "Did the rabbi take?" and, when told that he did not, they also refused the boiled eggs. That did not happen again as we always insisted from then on "Yes, the Rabbi took." Food was scarce and not to be wasted.

One day we were told we could get off the aircraft if we promised to go no further than the shade of the aircraft's wings which were heavily guarded. I hauled each of the three 145 lb. life rafts individually on my back and threw them out the cabin door. Two eventually inflated and the other one did not. Their canopies gave at least a bit of shade for the children who were taken off to play on these rafts. Al and I were watching this with pleasure from the aircraft stairs when two of our flight attendants took a brief break from their labors to watch with us. They looked very weary, dressed in smocks and hardly able to pass a grooming check. I said to Al, "These girls looked like a bunch of dogs when we first met them in Frankfurt but they're starting to look pretty good now, what do you think?" Al and the girls laughed as by this time we all looked pretty bad.

A search of all checked baggage was made. Those with souvenirs of the Six Day War (e.g. pictures taken alongside General Moshe Dyan, engraved Israeli brass shell casings, etc.) were given a severe grilling by Sr. Halah Joseph. We insisted that cockpit crew members be present when baggage was opened. We did our best to play down the significance of these souvenirs to an uncharacteristically irate and sometimes screaming Sr. Halah Joseph. We later discovered her fiancé had been killed during that 1967 war.

We noticed the cabin lavatory drain handles from under the aircraft. Hmm. That night, at our request, a ditch was dug underneath these drain handles. By now the stench from our overflowing lavs was overpowering. Early the next morning we three left the aircraft to attempt to drain these lavs. This we did by rank. C.D. pulled the first T-handle with minimal success. I reached up and pulled the second; hardly any flow at all. Al, being a bit shorter stood on a box to pull the final T-Handle. A huge flood of feces poured out into the ditch and a teetering Al almost fell. That's when I said, "I'm glad they're not doing this one by seniority, Al" (he had 18 years seniority to my measly five). C.D. and I had a good laugh. Al was not at all amused.

Ten men were taken off the aircraft one night to an undisclosed destination after questioning. Nine were American Jews and the tenth was an American with dark complexion. Eight of the

nine were young men of high school and college age. I tried my best to console the distraught mother whose firstborn 17 year-old had just been taken away. She alone had four more younger children on board.

On another night a very young unaccompanied girl had a dangerously high, raging fever. We stayed up all night with her to hold, comfort and spoon feed her the necessary medications to lower the fever.

We were surrounded by ever increasing rings of opposing forces. The PFLP surrounding the perimeter of the three aircraft had their weapons directed toward the Jordanian Army which encircled them. The Jordanians aimed their weapons inward toward the PFLP and outward toward two other groups of Syrians and Iraqis. It looked to us like a classic stand-off with each group daring the other to shoot first.

Heavily armed men from each of these opposing forces were now invited by the PFLP to come aboard to view their hostages. We negotiated with our guards to restrict these "visitors" from bringing their various automatic weapons aboard as many of the passengers were absolutely terrified that one of them might go berserk and kill them all.

We pleaded with the PFLP to send the women and children home and to keep only the men as they were having a difficult time providing for all of us. It seemed like our pleas were falling on deaf ears. Our situation was deteriorating. Many were now sick.

Late on the seventh night, all of the remaining men were taken off the aircraft and taken to a secret and heavily guarded location in Zarka. I was allowed to get my uniform coat from the cockpit before departing. On the following morning all women (except six) and children were released to safety. The three aircraft were then blown up almost simultaneously. We were later shown the pictures in Zarka.



“On September 12, prior to their announced deadline, the PFLP used explosives to destroy the empty planes, as they anticipated a counterstrike. Most of the gathered news media missed the destruction but the explosions were caught by a [British television](#) crew from [ITN](#) who had been informed by locals who had themselves been informed by members of the PFLP.”—*Wikipedia*

We quickly made the best of our new surroundings. We mockingly called it the "PFLP Country Club" and put up a map showing directions to the pool, sauna, tennis courts, etc. We posted a duty roster to keep people busy. Morale improved every day. We were given food and water by our guards. They asked the meaning of our duty roster and we patiently explained it. The next day the guards put up their own duty roster. We were given Marxist literature which we pretended to read, so we then decided to select a name and leader for our new "Socialist Republic" in Zarka. We called it the "Ding-a-ling Republic". U.S. Army Sgt. Lennett Cain was elected as President. We made our own currency out of paper. One large piece was called a "ding" which was worth five smaller pieces called "lings". When we were asked what card game we were playing we responded, "A good Marxist game which redistributes the wealth. We call it poker".



F/E Al Kiburis and F/O Jim Majer at PFLP HQ on Sep. 13, 1970

One night Dr. Ahmed Kamal, a physician with the Red Crescent, wanted the cockpit crew and Purser Rudy Swinkels to come with him. I made a promise to the others that I would return. We were taken to the PFLP headquarters in Amman and ushered into a room at gunpoint. C.D. was then allowed to telephone the U.S. Embassy, while Al and I were gun pointed into another room. We were very surprised by very bright lights, flashbulbs and a hoard of journalists shooting us rapid fire questions. It was a very brief news conference abruptly terminated by the PFLP. Then the four of us were ushered into another

room for a ten minute "informal" discussion with TWA's Vice Presidents Dick Wilson and Claude Girard, who was Director of Flight Operations International Region. I was allowed to keep my promise to return to our Zarka group that night. Purser Rudy Swinkels, a Dutch national, was released soon thereafter. He had mixed emotions when he was eventually allowed to go because he truly was one of us.

We continued the beard growing contest begun on the airplane at Dawson's Field (or Revolution Airport) because the pass-riding Capt. Russ Morris was the only one who possessed a single yet most overused blade. Early one evening, the war in Zarka began over our heads. With Jordanian and PFLP shells and tracers flying dangerously close we were quickly taken away by cars. Darrell Shuttles shouted, "Oh-no!" as we were quickly boarding our cars. No, he wasn't hit; he was lamenting all his carefully won "dings" and "lings" left in haste on the poker table.

We were now driven through various checkpoints into Amman to another secret, supposedly secure PFLP location. There we joined the ten missing men and some others including a Rabbi's wife and four other young ladies of high school and college age. In addition, we now were joined by an unhappy Swissair passenger, U.S. Army Sgt. Ken Hubbler. Ken had served two tours in Vietnam and was on his way home. He soon became one of us and his morale improved greatly. Aside from the original six taken off the first night we were the final 32 remaining TWA hostages. All the rest had been released.

There was a small sleeping room for the ladies. The men slept on the floors of the other two

small rooms. There was a small kitchen and a toilet. We again organized duty rosters and activities. Various card games were introduced; poker, hearts, rummy and the infamous "smoke". "Smoke" became a great distraction especially when the shells began flying over head. (Some of us former Marine and Navy pilots may remember playing "smoke" and how intense it can be).

A Scrabble game from a cardboard sardine box was made from memory by 16 year-old Jeffrey Newton. Checkers, hangman and other games were inventively devised and played. Fran "Foozie" Chesler and others sang songs and invented some new topical lyrics for some old songs. Morale was again improving.

Then the war came to Amman. King Hussein shut off all electricity and water. Water had to be rationed to two small cups a day. Al Kiburis discovered the old hot water heater still had water in it. We never told our guards about this new found water source but used it sparingly as a reserve. Al also suggested we use the old sardine cans and oil for lamps using pieces of burlap for wicks. What a man, our Al. I suggested we someday go into the lamp making business together. Nineteen year-old Sarah Malka volunteered to cook most meals for us. She never let on to us that she herself kept kosher during these days. She was raised in the Sudan and could understand and speak arabic. Sarah was our hidden "mole" to tell us what our guards were talking about.

One night watching the flares and tracers flying overhead from our tiny kitchen window Al jokingly said, "Jim, we can't go home for at least another week or two. By that time we should have enough (credit) time to have Christmas off." We had been on duty time (or 1 flight hour credit for each 3.5 hours away from domicile) since the beginning of our JFK departure on August 24. "Don't forget the 75 cents per hour expense money, Al, we'll be rich," I laughingly responded. C.D. just shook his head at our sick humor.

We were situated in a building on the lee side of a hill. The PFLP had rocket launchers and an artillery piece which appeared to be a 75 mm Howitzer located to the rear of our building. PFLP fire drew Jordanian fire so we spent many exciting moments playing "incoming or outgoing". One night we were ordered to all get into one room and maintain absolute silence. Two guards with antitank weapons (one a 15 year-old named Jamal) went out to stop two nearby Jordanian Army tanks which threatened us all. We were all of various religions but praying to the same God for the success of these two. As an old naval chaplain once said, "There are no atheists in foxholes." Fortunately, the tanks were somehow stopped that night.

Water was becoming a very critical issue. We had been down to one cup per day and now we were completely depleted. Most of us were seriously dehydrated and many were ill. We were now desperate. The rotating PFLP guards were beginning to look haggardly and seemed to have lost their usual swagger and bravado. The war must have been going badly for them. They now refused to go out looking for water for us. I angrily picked up our empty 5 gallon jerry can and demanded to be let outside to look for water. Surprisingly, they let me go. And they shamefully joined me a few minutes later to get us our much needed water.

One early morning a man arrived claiming to help us. He would arrange for C.D. to be taken out of uniform and driven through the opposing lines to somehow arrange for our release. C.D. put on a blue shirt with his captain's wings pinned on and we all wished him good luck. Each hour slowly passed with no news. Late that afternoon an Egyptian diplomat arrived claiming he could lead us to the Red Cross which would take us through the opposing lines.

Al and I decided to go with him. We formed a column of twos: Rabbi Jonathan David was on

my right arm and Al brought up the rear with Rabbi Issac Hutner on his right arm. All 31 of us began our long walk to the other side of Amman and hopefully freedom. At every alleyway and intersection we were delayed and challenged by AK-47 wielding youth. Our Egyptian diplomat was able to talk us through most of these without too much trouble. He kept promising us the Red Cross would be around the next corner or be meeting us in just 5 more minutes. The Red Cross kept failing to show. After a few more hours with nightfall looming we came to the Jordanian Tobacco Factory. Here we had running water and were protected by three meters of concrete. I called a halt and we all quenched our desperate thirsts.

During this time a PFLP commando promised to lead us all to a nearby safe place. I refused to move our group, but reluctantly agreed to go with him to briefly inspect it. My fears were confirmed. It looked like an aid station for wounded commandos situated with large windows which could easily be blown out by tank fire.

I quickly returned. Al was enjoying his first cigar of the trip. The tobacco factory owner's son, who was educated in the UK, now offered to attempt to arrange for the Jordanian Army to come and rescue us. I gratefully thanked this brave young man. It was tempting to go along with his idea but I decided to wait in this well protected spot for the Red Cross to show. Getting this slow moving group caught in the crossfire of Jordanian and Palestinian forces was just too awful to contemplate. Later, as tracers and flares illuminated the night sky, the Red Cross finally made their appearance in a convoy of four cars. Machine gun fire suddenly opened up nearby. We repeatedly shouted, "MOVE"! and quickly crammed every last one of us into these small cars before speeding toward the hospital on the other side of Amman.

We arrived at the Amman hospital which was well marked with the scars of earlier battle yet controlled by the Jordanians. Free at last! Low and behold, we met C.D. and had a joyous reunion. He told us of his long ride to freedom earlier that day on a Jordanian tank. It was now very, very late and we were all exhausted. The adrenaline flow finally stopped. Those of us who were able, collapsed on cots into a fitful and disturbed sleep.



U. S. Ambassador David Popper [second from right] greets T. W. A. crewmen in Cyprus. They are [from left] engineer Alfred Kiburis, Paris; copilot James Majer, Bermuda, and pilot Carrol D. Woods, Prairie Village, Kas.

Early the next morning we were offered a Red Cross DC-6 flight out of Amman that was scheduled to leave ASAP. We quickly got ready and were taken to the airport. There were still a few hostages who needed additional reassurance from us to board the plane because the dreadful fear of being hijacked again was on their minds. The Red Cross pilots had originally filed for Beirut, but told us they planned to refile in the air for Nicosia. All went as they planned and we landed in Nicosia.

The US Consul met us in Nicosia and we were sped through immigration. Members of several major media sources had press booths set up and requested interviews with any or all of the hostages. I bypassed them all until I saw a very lonely local Nicosia station requesting an interview with anybody but had no takers. It quickly dawned on me that my wife's cousin was still stationed here in the RAF. He had previously traveled all the way to Glenview, IL from Nicosia via military transport to attend our wedding (Note, Lt. CDR Peter Head aka TWA Captain Pete Head had flown him from JFK to NAS Glenview and back). I negotiated a brief one sentence interview, "We're all fine and hello Sgt. Martin Claridge wherever you are". He got the message. That would be both my first and last interview with the press.

We arrived at the Hilton Hotel without incident. I met old friend Geoff Manning (BOAC engineer) and wife Linda in the elevator. They were coming to the room Al and I were to share. We finally had the opportunity to shower and shave for the first time in many weeks. Al won the toss and showered first. He kindly offered to take my one and only shirt to wash it with his own. When he came out he apologetically said, "I really tried, Jim". My shirt had turned a sickening yellow. We laughed. Fortunately, a passing BOAC F/O gave me one of his to wear home. Just then our phone rang. Al answered. He said, "Jim, one of the networks wants to fly six of the young hostages to Rome for an interview. C.D. thinks we should escort them but we'll have to leave right away". My long awaited shower and shave had to wait a few hours longer.

En route to Rome I spoke specifically to one fairly liberal minded young man who was a student of a most progressive university. I told him, "Mitch, remember you will be speaking for the entire group, not just for yourself." Al called his wife, Pascal, from FCO. She told him she had heard nothing for weeks from TWA. He said she sounded "on the verge" (of hysteria) and felt he had better return directly to CDG before she "goes round the bend". I told him to go immediately and that I would look after our six in Rome.

He left me a note which read "First Officer Jim Majer. Lots of luck Jim baby –couldn't have done it without you. T.W.A. was sparse on information to my wife and to Russ's wife. Mine is on the verge, but she'll be okay. Give 'em hell. F.A.I.T.H. – Al Kiburis" (we had jokingly used this expression as an acronym for Forsaken Americans in the Holy Land). That note meant a great deal to me for the feeling was definitely mutual.

Later that night, I observed their collective interview and could not have been prouder of all of them, especially Mitch. As the interview concluded, the narrator commented to the camera "this sounds like a love in". How right he was. We now had six deliriously happy young Americans eager to have their long promised kosher meals. However, by the time the interview was over the kosher restaurant was closed. The six were then escorted to their hotel and looked after by a TWA rep with assurances they would all be on our return flight the next day to JFK. I was then driven to the Satellite Hotel in Ostia where I was met by a TWA rep who came with me to my room.

I tried to call my wife but repeatedly got no answer. I then decided to have that long overdue cleanup and settled into a huge bath. It was after my third full tub that the dirty water finally



Jim Majer in Rome, Sep. 29

began to clear. Just then the tub side phone rang and I picked it up and flippantly said, "pronto". To my amazement it was my wife, Roz Majer (a former TWA flight attendant). She immediately asked how I felt. Then she asked if I had shaved off my beard. I told her that I planned to do so immediately after I got out of the bathtub. Then she said, "I know you'll have to shave it off for TWA but would you please keep it until you get home? I've never seen you in a beard". What husband in his right mind could refuse such a request, eh? She then explained that she had been staying with my best friend Capt. Peter Head and his wife Sheilah (nee Curley) in their East Atlantic beach apartment to be nearer to any breaking news, and that they would be on hand at JFK to pick me up on my return.

Early the next morning, I ate breakfast with JFK Chief Pilot Marv Horstman who was flying a chartered 747 for President Nixon's press corps. I explained to him the phone call from my wife and that I had every intention of dutifully shaving off the beard immediately after she had seen it. No more was said about it during the rest of the breakfast. We parted after breakfast and I was then driven to FCO.

Our chartered TWA 707 -331 arrived from Nicosia to refuel and get us. The six young hostages were quickly boarded. I reported to FCO operations and walked out to the aircraft. I was suddenly joined by Marv Horstman. I thought, "Strange...why didn't we share the same transport to FCO?" We chatted amiably until he finally said at the foot of the aircraft steps, "Please don't have your picture taken with a beard." What little cool diplomacy I had in reserve just suddenly deserted me. Fighting back the tears I removed my epaulets and captain's wings (which he had presented me in his office 15 months earlier after completing the 727 Captain check-out). I put them in my pocket and said, "Don't worry, Capt. Horstman, nobody will ever know I work for TWA" and then walked up the steps.

On boarding, I went straight to the rear and slumped down dejectedly in an empty row. Not much later a huge crowd of people were on the tarmac surrounding President Nixon. Like glue next to him was his aide, a Marine Major in his dress blues with wings and ribbons a mile high. I quickly ran up to the top of the stairs and shouted, "Semper Fi, Mac!" The Marine did his very best to hold back the broad grin now fully forming on his face. "Semper Fi" from one Marine to another (usually of equal rank) often has another connotation. That really made my day and I could once again smile. I quickly dashed back to the rear before I could be noticed and pictures were taken and remained silent there while president Nixon shook hands and interviewed those former hostages up front; strange, in that I had voted for him yet many who did not were now allowed to shake his hand. C'est la vie!

All the passengers gave out a mighty cheer when we pulled up the TWA jetway at JFK. Manager of Pilots, Billy Williams, spoke for the TWA contingent of President F.C. Wiser, VP Ed Frankum, etc. and said, "All of you who wish to speak to the press and meet your families may exit now". He added, "Those of you who would like to avoid the press and meet directly with your families remain on board". C.D., Frank Allen and I remained on board (Frank was a Japanese POW as a young boy, joined TWA to see the world, missed his own wedding due to Flight 741, and later got furloughed). Then Billy Williams said, "You've been through a lot. Take one, two, three or more months off until you feel well enough to come back to work." We were then whisked down to a lower room where our wives, Frank's fiancé and my mother were waiting to meet us. What a great reunion. Some photographs were taken by our flight attendants in that room. I had gone from a trim 190 lbs. to very thin 162 lbs. in less than a month.

The following morning we reported (clean shaven, I might add) to Hanger 12 for an FBI debrief in the conference room. I submitted a written debrief report to Pat Cook who tearfully

typed it. She mentioned that Capt. Horstman would like me to come into his office for a moment. When I was admitted he was busy on the telephone saying, "Yes sir—of course, sir—I'll get on it right away". He then put the phone down and informed me that VP Capt. Frankum did not want to set a precedent by granting us time off thus we were to bid as normal for next month. He then sheepishly added, "You'll all be pay assigned, of course." It finally dawned on me what a difficult job this man really had and what a gentleman he really was.

After six weeks, I regained much of the weight I had lost and returned to work. I had a recurring dream for months about water. It was always the same nonsensical dream: We were still in Amman and the water was turned on in the middle of the night. All the other hostages were asleep and I put my mouth to the faucet and continued to drink guiltily until my ballooned body defied gravity and reached the ceiling. Now my shame was there for all the others to see. Sigmund Freud definitely would have something to say about that dream, eh? It made waking up and drinking a glass of water a real pleasure.

A short time later Pat Cook said that VP of Flight Operations, Captain Ed Frankum (aka The Black Knight) would like to see me in his office at 605 E. Third. My wife and I made this trip into Manhattan together. She had planned to wait for me outside his office. Seeing her waiting he invited us both to his office. He began the conversation by asking, "Well Jim, how do you find commuting from Bermuda?" His dislike of commuters was well known. I might mention that C.D. commuted from Overland Park, KS and Al commuted from Paris. I guess he just could not resist the barb before getting to the main point of this audience. He then explained the reason for this meeting: President Wisner and TWA had hired a famous writer to author a book * showing how TWA pulled together to bring about the return of all the hostages. "Please sign this waiver now to any rights and give your interview to the author in the next office right away". He took my wife aside on the way out and said something quietly to her. Not long after we were excused I asked her what he had said. Apparently he said, "Don't worry, Mrs. Majer, we'll make heroes out of men like your husband." She tersely replied in an icy voice, "They're heroes already." I began to wonder on the way down from the 42nd floor if I would still have a job. Hell hath no fury like a VP of Flight Operations scorned, and by a former TWA flight attendant no less!

A dinner at the Waldorf-Astoria was held for a large group of TWA employees who were involved in aiding our return. President Wisner, down to those who managed the telephone help lines, were all invited. C.D. and I brought our wives as TWA was paying for our rooms. Al flew in from Paris on an ACM (He still needed two more years to earn his 20-year term pass). Shortly before we were advised that President Wisner felt it would be too unwieldy a group to invite our wives to the dinner. C.D. and I were not happy about this new development but our wives insisted they would be OK and have dinner on their own that evening. We all went down together in the same elevator. When it stopped at the banquet floor President Wisner, VP Ed Frankum and others were there to greet us. Once they noticed our wives they somewhat abashedly invited them in for a drink. June Woods chuckled and said, "No thank you, we're just non-revs going down for our dinner." The crew was presented with engraved clocks from Tiffany's. My clock was inscribed TO: J.A.M. In Appreciation Flight 741 Sept 6-30, 1970. After

* See **TARPA TOPICS**, November 2007, P. 52. Then Editor, John Gratz, quoted extensively (21 pages) from "The Book", *TWA 741: September 6—30, 1970* by Rodney C. Campbell, formerly a foreign correspondent of the *London Sunday Times* and associate editor of *Time* magazine. "Mr. Campbell took great pains to recognize the efforts of all the TWA personnel involved, from the Flight Deck and Cabin Crew to the TWA officials sent to Jordan, the reservations agents who kept constant contact with families and the hostages and finally the Corporate Officers at TWA Headquarters." For some reason, TWA senior management had a change of heart and disposed of most of the books but a few copies did get out. Claude Girard, TWA VP International Flight Operations, had one which he called "a real collector's item". This is the copy that Captain Gratz used to do the article.—Ed.

A few months later about 30 former passengers sued TWA for "mental anguish". I was requested to join our TWA lawyers at a hotel near the Westchester County Courthouse. The trial was soon to begin and they wanted my comments on 30 depositions and to testify if necessary. It was an interesting experience for me. After days of legal work and the first day of trial, our attorneys decided it would be far cheaper to settle out of court and offer \$10,000 each for "nuisance value". When I later told Al Kiburis about the settlement he said, "Good! They deserved every penny".

I was arrested twice in my first few months back on duty. Once at ORD for two hours after flying from LHR-IND-ORD and again at Tel Aviv. TWA had reported all of our passports as having been stolen by Palestinian terrorists (Mine had been in my uniform coat all the time, which I was allowed to take with me hours before they blew up the aircraft.)

TWA's interpretation of our contract was that we were "POWs of a foreign country" hence not entitled to duty pay or expenses for the hijacked period. It could well have been argued that the PFLP was never a "foreign country" but then I had spent enough time with attorneys.

Final Note: For those of you interested in both a more detailed account of the actual diplomatic and military activities of the various nations involved in this saga I highly recommend David Raab's recent book, "Terror in Black September". David was a very brave 17 year old hostage in Black September. He later did extensive research in the archives of these nations. I found it fascinating (and sometimes humbling) to learn what actually was going on "behind the scenes" at that time.

My deepest thanks for those of you who kept us in your thoughts and prayers.



Captain James A. Majer (TWA 1965-1992) with wife Roz in a recent photo.



TWA's First Flight 800 Disaster— Lessons Learned

by Jon Proctor



Passengers boarding modern jetliners often do not know what type of airplane they are about to entrust their lives with. However, most of the safety equipment is common to all commercial airlines. Fire extinguisher locations, first aid kits, in-aisle floor lighting, and other features required by federal air regulations, have usually been added over the years to further protect passengers and crew.

Rarely recognized is the inflatable emergency escape slide that is attached to every primary door exit, hidden by a bulky housing. Nowadays, savvy customers seek out the extra legroom afforded in emergency exit rows, and pre-departure announcements contain more safety information than they used to. All of this is the result of hard lessons learned.



The smoldering wreckage of N769TW lies on the ground at Fiumicino.

November 23, 1964

On this day, the fifth anniversary of TWA's international jet service, Captain Vernon Lowell received a morning wake-up call at his downtown Paris hotel. An operations agent at Orly Airport told him that his assigned trip was "routine." Flight TW800, inbound from Kansas City, Chicago, and New York-JFK, was expected to depart on time for Milan [Milano], Rome [Roma], Athens [Athínai], and Cairo [El Qâhira]. Lowell, a TWA pilot since 1942, and his cockpit crew had brought the same flight in from New York a day earlier. The JFK-based cabin team would return to New York today and a Rome-based purser and five hostesses were scheduled to work the flight to Cairo.

At Orly, Lowell completed his preflight briefing in TWA's operations office. The weather forecast was good, except for the possibility of fog in the northern valleys of Italy.

Although TWA was operating a handful of turbofan-powered Boeing 707-331Bs, earlier non-fan versions were still routinely flying overseas patterns, including Flight 800. One of them, N769TW, was being serviced at the gate as crewmembers climbed the forward boarding steps to begin their workday.

First Officer Bill Slaughter flew the first leg, from Paris to Milan, with Lowell operating the second stage to Rome's Fiumicino Airport. Following the custom of alternating duties, Slaughter would fly the next leg to Athens. The head of TWA's European dispatch

department joined the cockpit crew complement of four (captain, first officer, second officer, and flight engineer) as a cockpit observer.

One of the NOTAMs (notices to airmen) indicated that the last 2,050ft (625m) of Fiumicino Airport's then 8,612ft (2,625m)-long Runway 25 was closed for repairs. The notice was set to expire two days earlier but was extended another 15 days because the runway work was not yet finished.

In the passenger cabin, 62 passengers settled in for the flight to Athens. Among them were 24 TWA employees and family members, along with another 'deadheading' cabin crew of six, en route to a flight assignment at Cairo.

Fiumicino traffic was light, and Flight 800 was cleared for an immediate departure. Lowell steered the Boeing onto Runway 25. The engine throttles were advanced, and at the prescribed speed of 80kt he took his hand off the nose wheel steering tiller; Slaughter now had complete control of the airplane.

Moments later, the N° 4 engine pressure ratio (EPR) indicator dropped to zero, signifying a loss of power. Before the crew had a chance to react, the N° 2 engine thrust reverser warning light came on, an indication that the reverser clamshell doors had left the stowed position. By then, the 707 was traveling down the runway at an approximate speed of 100kt—29kt under the V_1 (committed to takeoff) speed.



Sister-ship to the accident aircraft, N770TW is seen at New York-JFK in June 1965.

Faced with indications of two malfunctioning engines, Lowell assumed command and immediately aborted the takeoff, closing the thrust levers as he raised the wing spoilers and applied brakes and reverse thrust on all four engines.

The 707 veered sharply to the right as the pilots heard what they thought was the sound of blown tires on the right main landing gear truck. Lowell released the right-side brakes in an effort to keep the airplane on the centerline, but the airplane began to drift to the right. Now in the 707's path, a heavy steamroller was visible on a taxiway, next to the closed section of Runway 25. Despite Lowell's efforts to avoid a collision, the N° 4 engine struck the vehicle at an approximate speed of 40kt, knocking it over. Burning fuel spread in a trail that followed the aircraft for 800ft (240m), from the collision site to the point where the 707 was finally brought to a stop with its right main landing gear and wing off the runway edge.

In the cockpit, the pilots initiated engine shutdown procedures and moved to assist the cabin crew. Within 20 seconds, fire spread to the inboard, right wing fuel tank, which exploded. Moments later, the center fuel tank exploded.

Seconds to Escape

As soon as N769TW stopped rolling, the purser initiated passenger evacuation, assisted by the second officer and flight engineer. At the forward cabin door, the inflatable escape slide became twisted and fell backward when pulled

from the ceiling storage compartment; crew members were unable to inflate it.

A female flight attendant opened the forward, right-hand galley service door but, seeing extent of the fire outside, began directing passengers to the main cabin door. The front cabin area quickly clogged with people attempting to escape.

Unable to access the main cabin, the captain and dispatch employee escaped through the left-hand cockpit window, utilizing escape ropes to descend to the ground. FO Slaughter jumped out of the right-hand window. A broken hip prevented him from escaping the rapidly spreading fire.

In the aft cabin, passengers opened the two left-side over-wing exits, allowing 11 to climb out onto the wing. Hostesses opened both aft cabin doors, but like the forward galley service door, the aft right-hand exit was deemed unusable and its slide was not used, although four people either jumped or were pushed out. At the left-side passenger door, the hostess pulled the slide down from the overhead compartment and deployed it, but was blown or pushed out of the door before being able to inflate the chute; nine others escaped via this exit.

The exploding center fuel tank ripped open the floor in the center cabin area. Outside, fire quickly spread to the entire aircraft and surrounding area. Less than one minute after the 707 hit the steamroller, it became impossible to escape from the wrecked aircraft.

Of the 73 passengers and crew, 49 somehow got out of the airplane alive before the second explosion, but 25 succumbed to the enveloping fire or in hospitals;

only 24 people survived the ordeal. The high death toll is even more remarkable because there were six extra crewmembers in the cabin, who almost surely assisted with the evacuation. Pass-riding employees would have been considered more experienced air travellers as well (although several were children), with perhaps more than average familiarity with the cabin layout and exits; only three of them survived.

The Cause

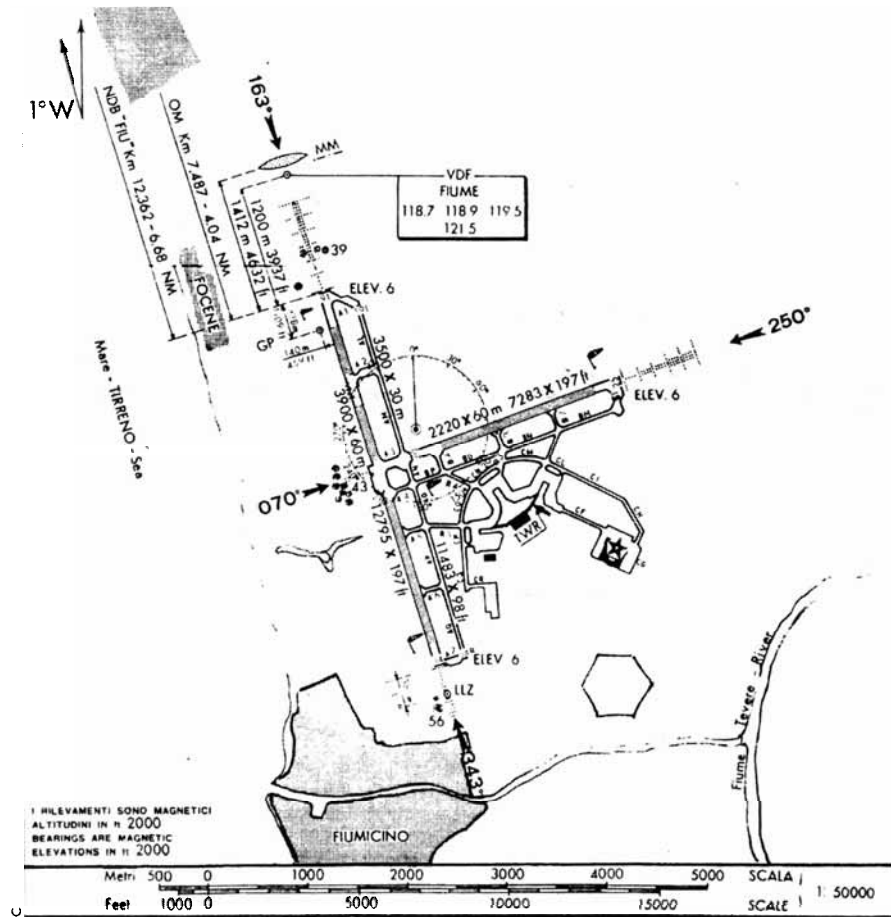
Flight 800's investigation, conducted by the Italian Civil Aviation Ministry, was made public in April 1966. Dated three months earlier, the report was developed from eyewitness accounts, examination of the wreckage and skid marks, and read-outs from the FDR (flight data recorder); CVRs (cockpit voice recorders) were not yet mandated, nor was one installed on N769TW.

The study concluded that although the full length of the runway was not available, it was still of sufficient length for the 707's gross takeoff weight of 213,055lb (96,661kg).

Flight 800's N° 4 EPR indicator probably gave a false warning, as the powerplant provided full power when reversed. The gauge had been taken off another 707 after recording similar false indications. After overhaul, it was installed on N769TW. Capt Lowell stated that the other engine instrument readings were normal. That, and the continued normal acceleration of the airplane, led him to believe that the engine was operating normally. Examination of the retrieved parts of the EPR system failed to identify a cause of the malfunction.

The 707's N° 2 reverser had not actually deployed when the warning light came on, nor did it function when Lowell put all four engines into reverse thrust. As a result, N° 2 produced full forward power, causing the 707's sharp yaw to the right. A failed compressed air hose in the N° 2 engine pneumatic system had caused the malfunction.

N° 4 engine fuel line was ruptured in the collision with the steamroller, providing an ignition source. The engine boost pump kept operating and disgorging fuel at the rate of 30USg (115l) per minute. The fire warning system became inoperative when the N° 4 generator failed and precluded the crew taking immediate action.



Airport diagram for Fiumicino, dated January 1966.

A valve in the right wing tip surge vent failed, allowing even more fuel to leak and feed the flames. Fire crept from the impact point to the stopped aircraft, causing two fuel tanks to explode.

The high death toll from this accident was especially significant in that everyone onboard survived the aborted takeoff and ground collision unhurt. Even though fire fighters reached the accident in less than four minutes after the accident, they were unable to rescue anyone from the aircraft, which by then was fully engulfed in flames.

Lessons Learned

Even using today's aircraft certification rule that requires evacuation of a fully loaded aircraft in 90 seconds or less using only half of the available exits, not everyone on Flight 800 would have lived through the experience, despite the fact that less than half of the passenger seats were occupied.

Significantly, none of the four escape slides were used successfully. One, at the forward passenger door, had been improperly stowed, which caused it to fall backward and become useless. The slide at the aft boarding door could not be inflated before the hostess was ejected from the

airplane, and the two right-hand slides were not used because of fire in adjacent areas.

TWA's early 707 escape slides, as with most first-generation jetliners, required four time-consuming steps to put them into use. First, the door was opened. Then the slide package was pulled from a compartment in the ceiling above the entryway. Its girt bar was attached to latches on the floor. The slide package was pushed out the door and, finally, a handle was pulled to actually inflate the slide.

As a result of this accident, a rule change required that evacuation slides be redesigned to automatically deploy when the door is opened in an emergency. In addition to speeding an evacuation, it allows anyone to easily open the door and deploy the slide. As an added measure, a backup means of deployment was designed into each slide, in case of failure of the automatic system. This information is provided to passengers on emergency information cards. Unfortunately, many do not bother to read them.

The most efficient way to meet the new requirement was to attach the slide to the door. Before departure, a crewmember arms the slide by attaching a hook or girt bar to latches on the cabin floor, either manually or with the help of a lever that performs the same task. To avoid an accidental deployment, the slides are armed just after door closing and disarmed on arrival. This procedure is usually double-checked with an announcement requesting the

cabin crew to prepare for departure or arrival, as the case may be.

In 1970 the FAA's (Federal Aviation Administration's) Office of Aviation Medicine published a study, entitled *Survival in Emergency from Passenger Aircraft*. The work compared the survival aspects of the Rome accident with two United Air Lines landing accidents: a Douglas DC-8 at Denver, Colorado, on July 11, 1961, that resulted in 17 fatalities among the 122 aboard (plus one person on ground); and a Boeing 727-100 at Salt Lake City, Utah, on November 11, 1965, in which 43 of the 91 passengers and crew died.

In each case, decelerating forces were mild, and cabin destruction and impact injuries were minimal; yet the three accidents resulted in significant loss of life. In all three accidents, at least some of the passengers could have survived if they had used the nearest available exits.

On Flight 800, many people passed a usable exit in their hurry to escape the fire. Three people sitting in the over-wing exit rows evacuated through the forward boarding door, while seven others, sitting in first class, did not survive. Three coach passengers seated one row ahead of the forward, left-side over-wing exit, also died in the cabin.

Today, announcements urge passengers to locate the exit nearest their seats, and remind them that it may not be the door through which they entered the aircraft.

Another recommendation resulting from the Rome accident was to increase the space between seat rows at emergency exit locations, giving that extra legroom to frequent travellers who know which rows to choose when reserving an assigned seat. Later, the ability to recline seats in these and the preceding rows was restricted to further enhance a rapid evacuation.

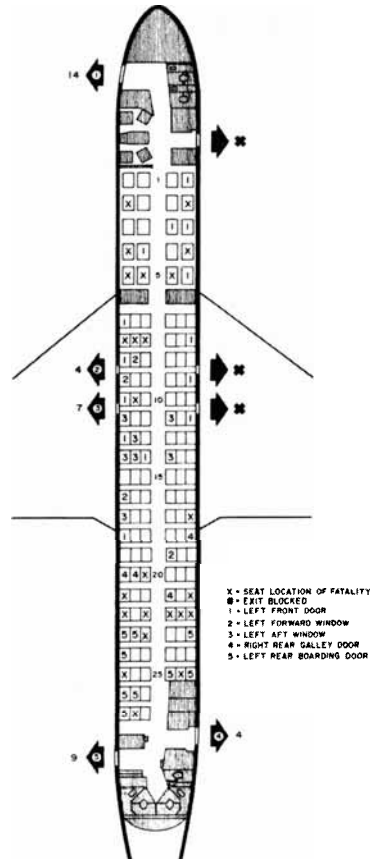


FIGURE 28. Pattern of exit utilization by passengers of the Rome 707.

ROW NO.	SEAT NO.	AGE	SEX	NATIONALITY
7	1	64	MC	France
7	2	21	SM	Marshall
12	1	33	SM	U.S.A.
13	1	7	SM	U.S.A.
13	2	2	SM	U.S.A.
14	4	24	SM	Indonesia
15	8	24	SM	U.S.A.
16	1	64	SM	U.S.A.
24	1	26	SM	U.S.A.
25	1	16	SM	France
26	1	24	SM	U.S.A.
27	1	32	SM	U.S.A.
32	1	38	SM	France
33	1	38	SM	France
34	1	20	SM	Italy
34	2	20	SM	Italy
34	3	20	SM	Italy
34	4	20	SM	Italy
34	5	20	SM	Italy
34	6	20	SM	Italy
34	7	20	SM	Italy
34	8	20	SM	Italy
34	9	20	SM	Italy
34	10	20	SM	Italy
34	11	20	SM	Italy
34	12	20	SM	Italy
34	13	20	SM	Italy
34	14	20	SM	Italy
34	15	20	SM	Italy
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34	95	20	SM	Italy
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34	98	20	SM	Italy
34	99	20	SM	Italy
34	100	20	SM	Italy

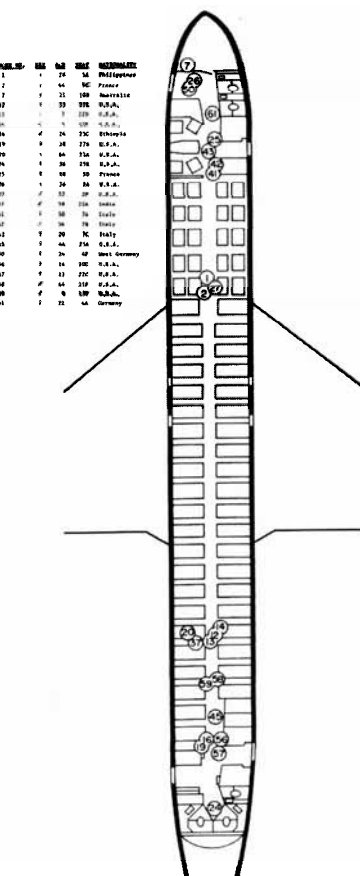


FIGURE 30. Distribution of bodies found within the Rome 707.

Fuel Issues

Flight 800 was fueled at JFK using JP 4, a 50/50 mixture of gasoline and kerosene. While widely used for military turbojets at the time, this blend was much more volatile than Jet A fuel—straight kerosene—and was being phased out for airline use. The Jet A that was added at Paris and Rome made up approximately 93% of the 60,000lb (27,220kg) fuel load at the time of the accident, including JP 4 residue in the

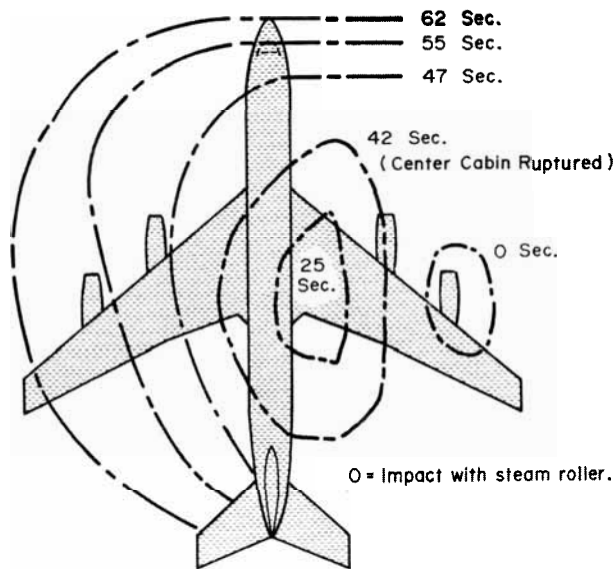
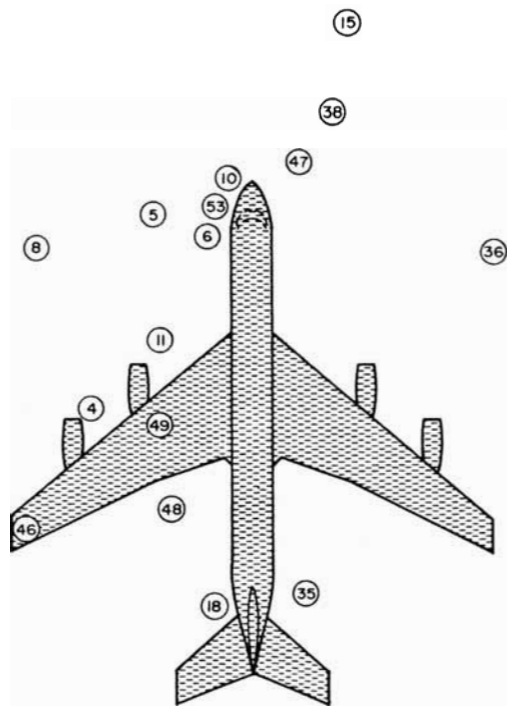


FIGURE 20. Pattern of fire propagation of the Rome 707 accident as reconstructed from survivor reports, ground witnesses, and physical evidence

ICAO

Diagrams from the FAA Office of Medicine report.



PASSENGER NO.	SEX	AGE	SEAT	NATIONALITY
4	♂	36	12B	U.S.A.
5	♂	49	9A	U.S.A.
6	♂	45	7F	U.S.A.
8	♂	68	16A	U.S.A.
10	♀	22	10A	Australia
11	♂	70	8B	U.S.A.
15	♂	29	17A	U.S.A.
18	♂	65	27A	U.S.A.
35	♂	36	18F	U.S.A.
36	♂	22	18A	U.S.A.
38	♂	55	17A	U.S.A.
46	♀	39	16D	U.S.A.
47	♀	17	16C	U.S.A.
48	♂	10	16A	U.S.A.
49	♂	9	14B	U.S.A.
53	♂	43	8A	U.S.A.
60	♂	26	19D	Canada

FIGURE 21. Distribution of bodies found outside the Rome 707.

otherwise empty center fuel tank that exploded. (Only 3,750lb/1,700kg of fuel was removed from undamaged tanks in N769TW's left wing.)

In January 1965, following a similar decision by Pan American, TWA announced that it was suspending the use of JP 4 fuel except when kerosene was not available; it was later phased out. Even the military restricted its use, and now principally relies on less-flammable JP 8.

Similarities

Although the cause of the second TWA Flight 800 accident, on July 17, 1996 (*Airways*, September 2000 & *Reviews*, June 2003), is still the subject of disagreement among many, it was distinctly different from the first. One accident occurred during an aborted takeoff while the second took place during the Boeing 747-131's initial climb to cruising altitude. In both cases, the center fuel tank exploded, but at Rome an already raging fire induced the explosion after the aircraft was damaged.

What was common to both accidents was the large number of TWA personnel aboard the flights. Both carried deadheading crews and numerous employees and family members. At Rome, they accounted for 41 of the 73 on board the 707, of whom 32 died.

Epilogue

Following the accident, Captain Vernon Lowell became an advocate for improved aircraft safety. His book, *Airline Safety is a Myth*, published in 1967, describes the events of November 23, 1964. He completed his 38-year TWA career in 1980, retiring on the 747, and a year later wrote *What You Should Know About Airline Safety*. Lowell died on August 19, 2000, shortly after his co-authored work, *An Explosive Matter*, was published.

Among the TWA employees who did not survive the Rome accident was Doris Graf, whose official title was supervisor of public address systems. Based at Los Angeles, California, Graf was informally known as 'the official corporate voice of TWA'. Her recorded flight announcements were heard in TWA terminals at Los Angeles, San Francisco, Oakland, Denver, Chicago, Las Vegas, and New York. Ten foreign flag airlines also used her full, rich tone range. Graf's voice was heard in numerous Hollywood-produced motion pictures. Ironically, she reported to Walter Schanke, TWA's western region director of communications, whose wife and three children died in the same accident. →

(*Airways and the author thank Robert Woodling for his research assistance with this story.*)

ON THE ROAD (SEA) AGAIN

After returning from our South American journey, we enjoyed the traditional holidays. We stayed home for the Yule festivities, caught up with local news and, unfortunately, went to funerals of some old friends. Made us really think about how lucky we are to have good health and to be able to travel so – guess what? We found a voyage that was repositioning a cruise ship to Europe for the summer and then we would visit the Baltic Capitals. After looking over the itinerary and the length of the cruise, we decided to try it one more time. So, Indiana Bob and brave spouse Ilse, started to pack bags and get ready.



By Bob Dedman

The cruise originated in Miami so we had to fly down from Dulles and stay one night in Miami, on the cruise ticket! Stayed at the airport Hilton which is quite nice and close (10 minutes) from the terminal. Also, a small shopping mall with liquor store so we could stock up on some snake bite medicine, after all, one does not know what beasts roam the Atlantic Ocean so we HAD to be prepared.

The cruise line that our tour company (Vantage Deluxe World Travel) had selected was Norwegian Cruise Line. The previous trips we wrote about were booked through Vantage. Try them and if you mention my name, you will get \$50 per person to spend on board and I get \$50 off my ticket. Good deal. When we got to dockside at Miami and saw the ship for the first time, we were really impressed. Our ship was the *Jewel*, four years old, painted with flowers on the hull and featured what they call “Freestyle” cruising. It is a large ship, 94,000 tons, 1,300 crew and 2,400 passengers. Actually, it was too large for my taste, but more about that later. The “Freestyle” means that there are no set dining hours, you may sit anywhere, whenever you like, within limits of course, and the big plus was that there were eight separate restaurants on board ranging from Chinese, Mongolian, Italian to French and Mexican. Nice idea, but you had to pay a small surcharge, and you could have anything on the menu. I loved the French restaurant as I had double escargots (snails), steak au poivre (pepper steak) and crepe suzettes that were very good. All wines and alcoholic drinks were extra and pricey plus 15% added to each item. The main dining room, the *Tsar* was very attractive and large. Connected to it with the kitchen in the middle was the forward smaller dining room. Service was efficient and quite fast. Throughout the ship, there were advisory boards indicating the waiting times, if any, at all the venues. Nice touch. Reservations could be made for the pay restaurants and they honored them for 15 minutes.

The ship had fourteen decks, the top being, of course, the pools and open areas, running track and exercise rooms, spas, etc. We were on Deck Nine in what they call a balcony suite. It looked big on the



The Jewel—R.W.D

virtual TV guide but it was rather small. It had a very nice bathroom, queen size bed, desk, table and two chairs and a balcony with a table and two chairs. Good TV with several movie channels. The bow had the three story theater which held 1,100 and was very nice. Good lighting and sound and the pitch was such that no one had a blocked view. The shows the first eight nights were very good with one spectacular Circus act; as good as Vegas – hard working young people.

The crossing of the Atlantic to the first stop in the Azores, was very smooth and the weather was clear but I did not see one vessel the whole time and I sat outside a lot. San Miguel Island’s port of Ponta Delgada was our first stop. For us old TWA 707 drivers, the port was right near the airport famous for its crosswinds. It is still a clean and beautiful island and the city is the largest in the Azores group. Remember seeing Pico, the volcano as you came by? – Still impressive. TWA did well there as many Portuguese went to Boston and that was the route we flew. The port is man made and quite active. After a pleasant hike around town, a tour through old fort, a brewski, then back aboard for the next two

days en route to Spain. Again, the weather was perfect.

In previous articles, I have tried to give some history of the places we visited but with the amount of history from the places we were to visit, it is impossible, so I will just write a few tidbits. Arrival at Vigo was early Sunday morning. Vigo is in Galicia province and its largest city. It reminded us of Madrid in the '70s; clean, well kept. It borders Portugal and has a deep harbor. During WWII, the German U-boats would come off patrol and go into the harbor and since Spain was allied more to the Axis and Portugal was neutral, it was a great spot until American and British intelligence got wind of it and stationed a few destroyers off the coast and caught a few subs trying to get away. The water was not deep enough to evade the depth charges.



We had a wonderful time watching the city come alive. After church, people came out for coffee, walks and good conversation. We enjoyed a wonderful fresh fish lunch, good Spanish wine and for our final trip to Spain, a shot of that wonderful Cardinal Mendoza brandy. Ah, what memories as we spent a lot of time in Spain, even owned a lot down on the Costa del Sol but things went sour with TWA so we sold out.

Upon leaving Vigo, we headed for Dover, two days away. Now the shipping started showing up so we sat on the balcony and watched them. One unforgettable sight was a bulk carrier with four huge container un-loaders on the deck, they must have been fifty feet tall, the ship looked like it would roll over any minute but seas were calm and the ship was going slow. We wondered where they were going. Many tankers, container ships and a couple of cruise liners kept us busy.

Our arrival at Dover was early in the morning, as this was the repositioning place to start the Baltic cruise. The dock is far removed from the small city and we had to walk in. Once there, you are immediately impressed with the Dover Castle that overlooks the whole area. Dover dates back 4,000 years [and attacked by] every enemy you can think of and the white cliffs adorn the area and are very beautiful. We decided to go to the Castle and discover the Secret Caves where much of the D-day plans were conceived; amazing halls that house hospitals, mess halls, telecommunications stations and planning rooms. If you ever go there, do the tour! When you come out, the view of the harbor and distant France is wonderful.



Now the real tour starts; we are to go to the major capitals of the Baltic Sea. Unfortunately, upon leaving Dover, the second day of sailing, there was an outbreak of Norfolk virus, a respiratory illness. The ship's crew took immediate measures to ensure that it would not spread. Some people were quarantined and that ended the freestyle dining. Every thing from then on was first, sterilize your hands, pick up everything from the crew in gloves, point to what you wanted and never even touch a salt or pepper shaker. The crew did a great job because the ship could have been quarantined from any port and that would have been awful. Not allowed to leave the ship after coming this far, WOW! We were lucky and the crew should be complimented for the extra jobs they had to do. The third day, we were at our first Capital, Copenhagen, Denmark.

*Wonderful, Wonderful Copenhagen**, as the song says. We did not know that this city is very much like Amsterdam Holland (they copied many things) because it has so many canals. They are like streets

***From Hans Christian Andersen, 1952, Danny Kaye**



with boats as homes, floating markets and city tours by water which we took and enjoyed. We asked the boat driver about a good place for a sandwich or such and he recommended one that his crew often goes to, so we went, ordered a medium pizza with artichoke hearts and olives, small beer and bottle of water, it came to \$28 US dollars so I told Ilse, that is the most expensive pizza we have ever had. Wow! Beer is VERY expensive in the Scandinavian countries – and two beers will get you a DUI!

We now sailed toward Germany and Warnemünde; who ever heard of that place?! Well, it is a major seaport (about 150 miles north of Berlin) on an inlet from the Baltic Sea and is a big ship building area. During WWII many war ships were built and launched here. Now they build cargo container ships. The old city is charming, again, clean and good food abounds. We walked to the city and church, shopped a wee bit and then had a real German lunch. Bratwurst with sauerkraut, mashed potatoes and a good beer. After lunch, we found that Rostock (a near by ancient city) on the inlet, was the place to see so we joined a group on a launch and went there. Along the way, we saw the massive ship building yards. The main cathedral in Rostock is known for its astronomical clock behind the altar. We saw it and it is amazing. It has dates up to 2010 – and was built in 1472, keeps very accurate time, moon phases, wife's bad moods and the rise and decline of pilot's stock plans. How does it know? Really something to see but my stock plan still stinks. We rode the train back to Warnemünde but had a weird experience. A bunch of youths got on the train yelling and chanting, they were going to a football game. We thought they had won but the game was hours away – anyway, they were breaking the headboards on the train, kicking in the panels – bad scene – when they got off, we all felt better. Nice train though.

We now sailed on to what I wanted to see so much, Estonia. This is one of the three Soviet Satellite Republics that were of great interest to the United States Intelligence. Oh, the other two are Lithuania and Latvia. They were pretty secret places but also very historic places. Not much information ever came out of there during the Iron Curtain regime but if you like history, go to the internet and find tomes of information. We arrived at day break with a beautiful sunrise over the city. There are two parts to Tallinn, the Capital, the old and the very modern. The old is a walled city (as were most in those days) and there are still forty nine turrets and walls still in good repair with gated entries. The town reminded me of Disney type settings. The “olde shoppes”, the cobble stone streets, beautiful churches, city hall, museums and of course, the main square.



We did a couple of museums and then were treated to a “medieval times lunch” (we paid) and the place inside is all candle lit, including the loos, and outside it was like, bring on the “Harpies”, load us up with another beer. The food was rather on the sweetish side as was the beer and our waiter told us that was the way things were back then.

The new part of Tallinn is modern, skyscrapers, banking, shipping and such and after only about sixteen years of freedom, which they love. A great spot to visit. They do not accept euros, dollars or anything but their own currency so we changed a few dollars to cover minor stuff and yes, they accept credit cards.

Our next stop was really the main thrust of our voyage. We have never been to Russia, always wanted to go to Leningrad, now St. Petersburg, visit the Hermitage museum, and see a ballet and a castle or two. We arrived with a very serene and calm sunrise. I took video but really, everything is pretty flat and not much to take video of; a distant nuclear power plant and the unfinished docking facility that we used. It is very new and eventually will accommodate six major cruise ships and I think it will be great.



Catherinhof—R.W.D.

It is all land fill and slow to develop, but they, too, are just now realizing Capitalism in a small way – it works, and they like it. We did not have visas for the trip (they take three months to get at about \$330 dollars) so the only way that we were allowed off the ship was to buy one or more of their “over priced” tours, which we did, as we had come this far and it was really the destination we wanted to see most. We only had a day and a half there so we selected Peter the Great’s summer palace, “Peterhof”, Catherine’s lavish palace, “Catherinhof,” (which features the famous Amber room) and the world famous museum of Catherine’s art objects, The Hermitage Museum.

We boarded nice busses early and drove through St. Petersburg. It is a large city but so much like the “old” Russia. Huge apartment complexes drab and close together. Most people were born in them, worked where they were told and died there. Some of the buildings have recently been cleaned up but we almost felt that “Big Brother” was watching and listening. The people were friendly enough but we always had the impression that they were afraid to speak out. Since our “visas” were for tours only, we did not get off the busses until we arrived at where we were going. We were fortunate to have an elderly lady as our guide and she spoke pretty good English. She explained how life was and how it is now and although things are better, they still have a long way to go. She was hopeful that they would continue on the rocky road to Democracy. I don’t think Ilse and I will be moving there any time soon.

After a two hour ride, we arrived at Peterhof. Huge gardens, fountains, lavish shrubbery, ornate urns and gilded fences and gates greeted us. The home is normally closed on Mondays but since our ship was the first of the season, they opened it especially for us. There must have been 2,000 people there and they ushered us in in groups. We were not allowed to take any photos. Peter the great only used this place as a summer home and to entertain. He had a canal dug from the Baltic Sea to his front door so guest could come by boat. The fountains were still off but one can imagine how beautiful it must have been. The complex is over 1,000 Hectares, over thirty buildings and decorated with over 100 sculptures. Inside were lots and lots of gold in every room. So, after touring the many major salons, rooms, and ballrooms, we boarded our bus for the trip back to the boat. It was an interesting day.

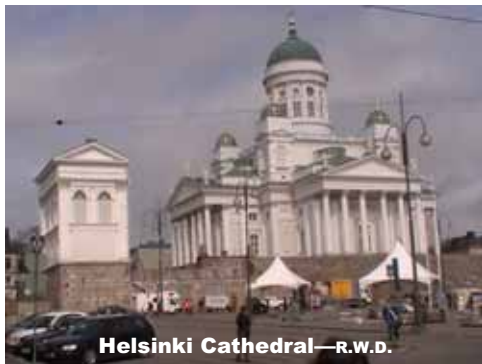
Next morning, we again boarded our busses for the one hour trip to Catherinhof. We again went through large parts of St. Petersburg and again, the same views. There are only two Hotels that have Western type service and looks, a joint venture with the USA, Germany and Russia.

The village at Catherinehof was called the Village of the People (in Russian, of course). We had to walk quite a distance to enter at the main gate. Here again all gilded fences and gates. Although not as large as Peterhof, this place was immense! Large gardens in the center of the buildings. Here we were allowed to take photos so I took many. Again, the rooms were gilded to death. Too much, but that was the way of showing the wealth. We moved in groups again, stopping only a few times as so many people come through these museums. The history is too long for me to write about but so much in the way of videos and pictures is available in libraries and on the Internet. We returned to St. Petersburg for lunch at one of the hotels I mentioned previously. This one happened to be run by Germans and we had a very nice lunch, wine and deserts all included. We did enjoy that.

The Hermitage Museum is everything that it claims to be, but, it is so crowded (35,000 people per day) that if you say you have been there, it is better stated that you walked through there. Everything is regimented and groups move on, no loitering. Great art, pictures, artifacts and anything else you might imagine. It is so overwhelming that you really don’t know where to look first. Ilse and I love museums and have been to many of the world’s best and this surely fills the bill. Beautiful setting on the Neva

River, it consists of five buildings with thematic areas, sculptures, period artifacts and really, so much more. We would have loved to spend a few more days there to absorb the culture, beauty and the historical significance to it all. Back to reality, back on the bus and back to the ship and now we look forward to another Capital, Helsinki.

We set sail into a beautiful sunset. We have been so lucky with weather. It was a dream with twenty days of no rain or clouds; this is springtime when we would expect a lot of rain and wind. The Good Guy was watching over us.



Helsinki, as you can imagine, is a thriving city, clean, polished and very up to date. We can take a lot of lessons from the Finlanders. Wind power is evident and I think very pretty, it reminds me of gentle birds in the swamps, slowly flapping their wings. The towers are not at all ugly. Graceful spires, I would call them. We docked, again, at a cargo terminal because of the size of the ship, so had to walk about $\frac{3}{4}$ mile to catch a bus that took us to town. Busses are very modern, articulated doubles by Mercedes Benz. When we reached the city center, another group which we had not met, gathered asking directions. A city guide

asked us, as a group, if we would we like a private guide at five euros per person per hour. We said yes and what a great deal that was. The lady had to be in her late seventies, spoke six languages and said, "follow me." She had a limp but we had to really hustle to keep up with her. What a doll she was and we made sure that she got more than she negotiated for. We saw things tourists would never see. We entered the stock exchange, not like Wall Street, calm, beautiful interior, restaurant, flowers and really quiet! We strolled down to the dock area where we saw the oldest statute in Finland. Our new group had made snacks on the ship and invited us to lunch at a coffee tent. It was wonderful. We then went by many churches; the largest had the bell towers housed in a building along side the main building. Next we went to the "Rock Church". This church is really carved out of the rock and very solemn, big, and, unseen by the eye, a bomb shelter below that had a 2,500 person capacity. We found Helsinki a very nice, hospitable city. Expensive, yes, but they have such wonderful transportation, clean streets, wonderful cafes and such and a very strong economy.

The ferry boats, as we call them, are large cruise vessels with capacity for semis, buses, cars etc. and move in and out of the harbor like airplanes. Not many roads in this part of the world so water is their "roads". Brightly colored, clean vessels make it fun to watch the harbor. These large ships would back into their slots, quite a feat that, alone. Then the tail gate would come down and the traffic would start out. As soon as all were off, on came the waiting vehicles and up went the gate and off they went; very efficient to say the least. Have no idea what the costs would be but you could see regular cabins for folks who were just traveling.



“Queen Ilse” at Stockholm Palace-R.W.D.

Our next and last Capital was Stockholm, only a short distance away. We left late at night and when we woke up, we were docked. I was up early so videoed the arrival. The dock area is very modern with condos/townhouses along the banks. Many statues with water fountains made the view very nice. After we got off, we had to walk a kilometer plus to get on the city bus. There was a kiosk where you could buy a bus ticket. Credit cards OK, so I put in my card, got a senior rate, and a ticket for Ilse. Now, it's my turn. I did the same thing – machine said “invalid card”. I tried four or five times, no ticket, so when the bus arrived, I told the driver that I had one ticket but could not get the

second one. He said, “Get on.” We did and rode into the center of town. Stockholm, as you can imagine is a very progressive city, again, clean, efficient and well laid out. We were told to go to the Royal Palace, 680 rooms and still inhabited, see the changing of the guard and admire the waterfront. We did and it was very nice. We were in time for the Palace band and guards to come by us and their blue and white uniforms were very nice and showy! The palace is located on an inlet; cruise and tour boats are in abundance. Since we were limited in time, we walked around and passed the very ornate Royal Theater and the upper class shops. Nicely tree lined streets make for a very nice view and a comfortable amble. It was lunch time so we went into a side street that was totally blocked off with restaurants, bistros and cafes and enjoyed a fish lunch. The place was packed and the tables were arranged like sardines in a can. You had to squeeze in by hook or crook to get a seat or a table but it was still a nice leisurely lunch. They know how to do lunch and relax and what do we do here? – MacDonald's! We have to learn what they have done for years, stop, have lunch, talk, enjoy and then back to work. Nice afternoon but we had to be back on the ship for the three day leg back to Dover. Again, had a problem with the tickets but finally printed out two but, really, no one looks. The honor system really works there and it can here.

Again, we were blessed with lovely weather so back to the ship's routine. Since we had now been on the ship over two weeks and counting, the shows were repeats, the meals were the same and the things to do disappeared. The library was a joke; I have more books in my study than they do in their “library”. If you don't play bingo, gamble or drink, you sit in your cabin or balcony and, read, watch old movies, do crossword puzzles or sleep. I do puzzles and sit on the balcony. My Ilse catches up on old, but good movies.

We were off the coast of Norway, Oslo being the only Capital in that area that we were not scheduled for, and at a distance about 20 miles off the coast, I counted over 49 wind mills in the water. We need to do that here!

Back in Dover, we bid a fond adieu to our home, our ship, nice, but pricey. Disembarking could not have been easier – we got a color tag and meeting place, they call our color, we retrieve our bags and off we go.

We boarded a charter bus from our tour company and had a wonderful drive to London with “loo” stops afforded. Vantage Tours had booked a guide and since we were not allowed into our rooms until three PM he gave us a royal tour of London with great narratives of war, peace, rebirth and the modern economy. Very enlightening and well received by our people.

Our hotel was quite new and one block away from London's famous “eye”. Looks like a big Ferris wheel (which basically it is) with large gondolas that carry 30 persons. The complete revolution takes 30 minutes so one has ample time to get some wonderful photographs of the city. Directly across from Parliament, Big Ben and Westminster Cathedral made for some nice viewing. The “eye” is not a cheap



The Eye of London (135 meters, 443' to the top) and the view from the top.—Google Images and R.W.D.

ride on weekends as we paid almost \$50 dollars for the ride but you must be able to say you have been on the “eye”. After that, we had to go to one of the local pubs. This is a must. Some were closed since it was Sunday which surprised us but a small “sports pub” was three blocks from the hotel. We asked about eating and again were surprised that many restaurants were closed. We followed a recommendation and went to a very nice Turkish one.

The next morning, we got up early so that we could take the “tube” over to visit the world famous British Museum. The subway system is very good once you figure out where you are, where you are going and the transfer points. Clean too. We had to walk about five blocks to get to the museum but arrived at 10AM, opening time. We thought we might be quite alone but there were many school children and tourists awaiting the opening of the doors. We were especially interested in the Egyptian section. It is probably the best displayed exhibit of relics in the world. Better than the Cairo museum. The famous Rosetta stone is there. The museum is large so after four hours we decided to have some lunch and head back to our hotel. It was a wonderful day.

“Crew call” was early the next morning for our trip out to Heathrow. That airport has grown so much, I hardly recognized anything. Check in was on United and all automated; since we had never done that overseas, it was rather annoying. We wanted to see if business class was available for the nine hour flight but the machine would not let us do that so, finally, an agent helped us and we proceeded to the counter to check the bags and I inquired about any open seats. The agent was very accommodating and got us two seats in the first row of business deluxe. (Before we departed the States, I inquired about the cost of upgrading and was told \$2,300 per person but out of London, our total cost, for both, was \$1,500 – pays to ask – as it turned out, the aircraft was only about half full. They were glad to get the extra dollars. It was a routine flight to Dulles, an overnight stay at Chantilly and then after twenty five days, home again.



Ilse and Bob Dedman



THE ONLY CONSTANT IS CHANGE



NAS Pensacola, FL

One change that many of you may find interesting was brought to my attention by our editor. He sent me an article from *USA Today* [Aug. 3, 2009] that described the demise of our Military Officers' Clubs in all branches of our armed forces. He asked me to work with that news and compose something for *TOPICS*.

Many Officers' Clubs were constructed in the 19th Century and were an important part of military life throughout the 20th Century when many TARPA Members who served spent many happy hours in those "O" Clubs. The Marine Corps has gone from having dozens of clubs in the 80s, to only ten today. The

Air Force has only nine, down from twenty seven in 2003. The Navy is down to twenty. The Army has only seven clubs today, down from a hundred in the 1970s.

We were surprised by that news and consider it another one of the good things in life that have changed or become extinct. Several factors are cited as causes of this shift, and include changing demographics, cultural shifts, economic realities, wider choices for dining, but finally, and perhaps most importantly, the deglamorization of alcoholic consumption. There has been a cultural shift to more family oriented services, since many service members come into the forces already married. For them important services now are child-care, libraries and other activities for the family when the spouse is deployed. Base closures, unit realignments also contributed. Funds for clubs was reduced and they had to become self sufficient. Finally outside competition from family oriented and quick service restaurants, both on and off base impacted the use of the clubs. Fort Bliss, Texas will close its O'Club after ninety years, and Fort Benning, Georgia now has an internet café, a brewpub with pool tables and wide screen TVs, six gymnasiums and a dog wash! What Fort Benning does not have, any more, is an Officers' Club.



Ft. Benning, GA



Nellis AFB, NV

The Air Force O'Club situation is following the same path. For example, the club at Davis-Monthan AFB at Tucson, was subject of an article in the *Arizona Daily Star* about the decline in their club. The story repeats the tale of a shift in personnel from mostly single to mostly married. In its heyday, the club was the place to party. Today the party is over. There are a few Officers' Clubs limping along, some open for only one or two days a week. Retired Officers and Reservists provide some support, but not nearly enough.

Surveys of current service members seem to support the changes, but there are no doubt many who remember events like those portrayed in "The Great Santini" with nostalgia. Former military pilots in *TARPA*, starting with those from *the greatest generation*, will see this as just another one of the constant changes in life. Good times remembered, good times gone.—JPG



FLOWN WEST



IN MEMORY OF
CAPTAIN LEONARD T. IRLACHER
JULY 6, 1934—JULY 7, 2009
TWA 1967—1989

Len passed away on the morning of July 7th, one day after celebrating his 75th Birthday with his family. After 4 months in hospital battling AML Leukemia, he decided enough was enough and elected to come home. He spent the next 3 weeks at home, sitting on the deck, with a martini and a cigar, viewing the water from our home on Lake Norman, N.C.

Len received his Aviator wings with the US Navy at Pensacola Florida in 1956 after graduating St. Mary's College in Winona, Minnesota. He was honorably discharged in 1966 and continued flying for the Navy in the Reserves for another 10 years out of Alameda NAS, California.

He joined TWA in April 1967 and retired in July 1989. We spent the first 10 years in the San Francisco Bay area, and another 12 years in the Chicago area. We have always felt very fortunate and thankful for the years Len spent with TWA. Fishing and hunting and community work kept him busy for another 16 years before we retired to Lake Norman, Mooresville, N.C. He fished here year round with many a striped bass on the grill for dinner.

Len is survived by his wife of 45 years, Judy, sons Paul (Michele) and Michael, daughters Lisa (Larry) and Linda, two grandchildren, Brooke and Luke Irlacher

A loving husband, father and "Papa"; he will truly be missed.

By Judy Irlacher

IN MEMORY OF
CAPTAIN LEONARD FITZGERALD
JUNE 27, 1921—JUNE 19, 2009
TWA 1948—1981



IN MEMORY OF
CAPTAIN ROBERT W. "BOB" TROJAN
JUNE 25, 1930—JUNE 5, 2009
TWA 1954—1990

Bob Trojan flew west on June 5, 2009 at his home in Reno, NV. He would have been 79 June 25.

Bob was born on June 25, 1930 in Chicago, IL. He had his first flight in 1946 in a J-3 Cub, and was hooked on flight. He attended the University of Illinois, working his way through school as a machinist's apprentice. He joined the Navy in 1948, to be eligible for the GI Bill.

He was released to the Navy Reserve at Glenview, IL. and resumed his studies only to be recalled to active duty in September 1950. Bob spent a year on aircraft carrier CV 42, the *Franklin D. Roosevelt*, and then was pleased to find himself based at Barbers Point NAS, Hawaii. There he flew on the PBY-6A as flight engineer on search and rescue missions.

After 3 years, both he and the PBY's were released from active duty. Bob went to work at American Airlines in 1953 as a junior mechanic. He attended school after work and received his A & P certificate. He completed his flight training with a commercial license and looked for an airline hiring pilots, but none were at the time. He was hired by TWA in 1954 and was trained as a flight engineer on the Lockheed Constellation and flew International.

Bob eventually checked out as a pilot, and flew Captain on the 727, 707, L-1011 and 747 with TWA, retiring from International at JFK June 25, 1990. He was also involved in ALPA work at various domiciles during his career at SFO, LAX and JFK.

In addition to his airline flying, Bob owned and operated a flying service during the 1960's at Torrance, CA and trained many pilots who later became TWA'ers.

Bob is survived by his wife of 30 years, Lonna, son Dan and wife Sandy, daughter Joyce Pitts and her husband Bill, and sister Elizabeth Scesniak. There are 5 grandchildren that brightened his life.

Bob was a good fellow and a good friend.

By Guy Fortier



IN MEMORY OF
CAPTAIN DAVID BYL
DECEMBER 23, 1914—JUNE 8, 2009
TWA 1941—1974

David Byl, 94, of Poplar Grove, IL passed away Monday, June 8, in Provena Saint Anne Center. Born Dec. 23, 1914, in Capa, S.D., David married Winifred Mulder; she predeceased him. He was a commercial pilot for TWA and retired after 33 years of service. David was a member of Roselle Methodist Church. Survivors include son, David (Marilyn); grandson, Michael (Bridgit) Carthy; granddaughter, Melissa Russell; four great-grandchildren; sister, Joanne Greene of Grand Rapids. Predeceased by wife and daughter, Carol.

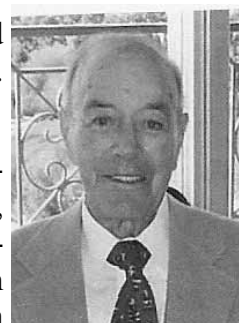
Submitted by Jean Urbas/Porter



IN MEMORY OF
CAPTAIN DEAN L. PHILLIPS
MAY 11, 1918—JUNE 29, 2009
TWA 1942—1978

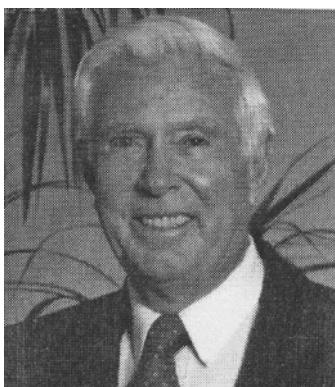
Dean was born in Nephi, Utah May 11, 1918. He died June 29th, 2009. He graduated from West High School in Salt Lake City and then attended LDS Business College. Dean earned a mall salary doing odd jobs after school to take flying lessons.

When World War II started, Dean went to Phoenix to become a Thunderbird Civilian Flight Instructor. Thunderbird was an Army Air Corps training base in Glendale, Arizona. He then joined TWA as a pilot, but flew as a Navigator for the Air Transport Command (ICD) before becoming a Captain. During his time with TWA Dean was very active with ALPA and TARPA. He was finally honorably discharged from the United States Air Force in 1945.



Dean's ambition was always to be a professional pilot; which he was.

By Barbara R. Phillips



IN MEMORY OF
CAPTAIN CHARLES R. REYHER
JULY 21, 1922—MAY 17, 2009
TWA 1947—1982

Chuck won a flight scholarship under the Civilian Pilot Training Program after his senior year of high school in Chicago. He entered the U S Army Air Corp as an Aviation Cadet in Pilot Class 43-D. [He saw] three and one half years of service on duty as a bomb approach pilot, B-17 crew instructor and a combat B-29 Aircraft Commander in the Air Offensive-Japan.

Chuck thoroughly enjoyed his 35 years with TWA. He enjoyed sailing on Lake Michigan and Florida waters, tennis, ancient and WWII history and published a book in 2008 titled “Memoirs of a B-29 Pilot,” available at <http://www.merriam-press.com/> or from any of the large booksellers.

Chuck is survived by his best friend and wife, Sally, a son Charles, 2 grandchildren, one great grand-son, a brother and sister.
By Sally Reyher

[The photos on this page and the following text are from Chuck’s book, “Memoirs Of A B-29 Pilot” which was reviewed in the July 2008 *TARPA TOPICS*—Ed.]

About the Author

Former Major Charles R. Reyher was an Aircraft Commander of a B-29B Superfortress with the Guam-based 315th Very Heavy Bomb Wing of the 20th Air Force. The 315th Wing consisted of 125 B-29Bs. The Wing arrived on Guam in June 1945 with 12,000 support personnel, and saw constant action in the "Air Offensive-Japan", until Japan's surrender by radio on 15 August 1945. The B-29Bs were special aircraft, stripped of all guns except for a tail cannon, but with a top secret radar bombing system aboard. Shortage of fuel had caused the rapid collapse of Germany, and the Wing's mission, which was the destruction of the Japanese oil refineries and storage facilities, would help bring Japan to her knees. This is the story of one pilot's experience as a part of the 315th that flew only at night, and not in formation, and bombed by single precision attacks. This Wing flew the last and longest mission of World War II and became the subject of a book and a TV documentary.



Chuck Reyer, age 22

After the war, the author capitalized on his three and a half year World War II experience by serving as an airline captain with Trans World Airlines for 35 years. He was qualified on all of TWA's routes, domestic, international and around the world. He retired as Captain on the world's largest airliner, the Jumbo B-747, in 1982.



IN MEMORY OF
ANTHONY V. GATTY
MAY 4, 1920—JANUARY 29, 2009
TWA 1939—1990

A Daughter Remembers

Anthony V. Gatty, Tony to his friends at T.W.A., was my dad. He passed away on January 27, 2009 from complications after a fall in October.

Tony was born in New Jersey on May 4, 1920. His sisters talk about his boyhood love of airplanes. In our house that Dad built, where I grew up, and where he lived for 55 years, there is a kitchen table decorated with knife marks where he made model airplanes as a boy.

It is not surprising that when he was old enough to work, he got a job with TWA washing airplanes at Newark airport. He was nineteen years old. He attended Seton Hall University and later Casey Jones School of Aeronautics near LaGuardia Airport. Most of dad's work during his 50 year tenure at TWA was as a flight engineer. During World War II when the government took over the operation of commercial airlines Dad flew litter cases in England, Europe and North Africa. After the war he went to Dayton, Ohio and soon after that he moved to Washington, D.C. flying ICD (Inter-Continental Division). It was there that he met my mother, Marjorie Hoeltzel, who was in the first class of international hostesses for T.W.A. They were married for 62 years.

For most of my life at home and in college my dad was the Chief Flight Engineer in New York with offices at LaGuardia and JFK. Young men (and they were all men at that time) who wanted to have careers as pilots were first hired in the company as flight engineers. Tony was likely their first supervisor. His knowledge, skill, confidence, commitment and love for his work made him a good role model for many young men. During his career, from my perspective as a girl, he had many glamorous adventurous trips such as 'round-the-world press flights accompanying Air Force I with Presidents Nixon and Johnson and a flight that transported Pope John Paul II back to Rome after his first visit to the U.S. in 1979.

He also worked in management at the corporate offices at 605 Third Avenue in New York City. His first love, however, was flying, flight operations and the people who were responsible for making commercial travel safe and timely. Tony was hired by TWA in 1939 and retired in 1989 as a flight engineer. At 70 years of age he was the oldest employee at the time of retirement and the oldest professional flight engineer in TWA's history.

He is survived and will be missed by his wife, Marjorie, his son Christopher and wife Stacey Tisdale, his grandson and me.

Dr. Janice C. Gatty



IN MEMORY OF
CAPTAIN WILLIAM A. "BILL" DIXON
JANUARY 9, 1918 – AUGUST 18, 2009
TWA 1937—1978

Born in Nevada, Missouri, a small town of about 8000, which is 100 miles southeast of Kansas City. Bill graduated from high school there in 1935, as did his wife to be. He was not much of an athlete, but he was a voracious reader. It was not unusual for him to read three to five books a week out of the public library.

He met his wife, June Fischer, in the 9th grade. We were together in high school plays from the 10th through 12th grade as the love interest, and started going steady in that last year. We were married in 1939 and enjoyed 62 glorious years, until June died of cancer in January, 2002.

After finishing high school in 1935, Bill enrolled in a Junior College in Ft. Scott, Kansas, 20 miles away, with three other fellows from Nevada. They drove over each school day. He said that he learned more there in one and one-half years than in all of high school.

Bill liked to write and has ever since high school. He wrote President Franklin D. Roosevelt three times, and received an answer once from him and twice from his chief of staff. Unfortunately, he lost them somewhere along the way. He wrote once about an interest in going to West Point. The local newspaper editor offered to help him get an appointment, but he lost interest in a military career.

In the summer between my freshman and sophomore years Bill became interested in working for TWA in Kansas City. He wrote President Jack Frye and luckily was given an interview with the district sales manager the next time he came through Nevada. On December 28, 1936, at age 18, he was offered a job as a ticket agent in downtown Kansas City at \$90 per month. He was called on December 24, and was told the job was open.

For the first several months he stayed with friends of his folks until getting a furnished room for \$15 a month, plus twenty-five cents for breakfast. He said that he got so lonesome at first that he almost wished the street car he rode to work six days a week, would have a little accident, so he would break an arm, quit the job and go back home to Nevada. He soon got over that. Incidentally, he was told initially that he had to learn shorthand to get the ticket agent job, as it required taking five or six letters a week from the district sales manager. Our office was in the Muehlebach Hotel. TWA at that time had 1100 employees nationwide, and 37,000 when he retired. TWA has since been absorbed into American Airlines.

Bill was promoted to the TWA News Bureau in January, 1939, from the ticket office, and edited the company house organ for three years. He enlisted in the Army Air Corps in January 1943, learned to be a pilot, and rejoined TWA in September, 1945, as a copilot. When he enlisted he had the dream of someday becoming a TWA pilot and the dream came true.

When Bill retired in January, 1978, he was general manager - flying (chief pilot) for TWA at its New York

base at JFK Airport, which included all its international flights. In the interim he had served as Director of Flying on staff in Kansas City, and chief pilot in San Francisco. Bill moved from SFO to New York, and surprisingly enjoyed working there. He and his wife, June enjoyed all my different jobs. He also made special trips to China and Moscow, carrying the White House press, with President Nixon, and to Europe and Asia with President Ford.

Bill flew as Captain on TWA about everything from the DC-3 to the Boeing 747. Of all the airplanes I ever flew, I enjoyed the 4-engine Lockheed Constellation the most, even more than the Convair 880 and the 707 and 747 jets. Writing letters or articles were involved in all of Bill's promotions.

On retiring, TWA had promised to move me back to the San Francisco area, and we chose The Villages, an adult community in San Jose, and until her death June and Bill enjoyed every minute of it. Bill always said he was lucky to work for TWA for 41 years and doubly blessed to be married to June.

By Bill Dixon ca. 1999

William (Bill) Arnold Dixon was born in Nevada, Missouri on January 9, 1918 and passed away in Chandler, Arizona on August 18, 2009. He was married to June Eileen Fischer, (deceased) formerly of Nevada, Missouri and they had two children, Stuart (deceased) and Leslie. Bill worked for over 40 years with Trans World Airlines (TWA) where his employment began as a ticket agent in December, 1936. He also worked in the public relations department for TWA before learning to fly in World War II. Upon return from overseas service in Europe during the war, he was hired as a pilot in 1945 for TWA. His flying experiences began in the DC-3 and ended with the Boeing 747. In 1957 he left the flight line as a Captain and went to Special Flight Operations Projects and was named Director of Flying in 1959 in Kansas City and later in New York. In 1965, he was appointed as Chief Pilot in San Francisco and became General Manager of Flying – New York, in 1973 until he retired from flying in January, 1978. Bill had many stellar moments in his career. In 1972, Bill was one of the pilots who flew the first U. S. commercial plane into China since the Communist takeover in 1947. He flew the network engineers and their equipment into China in preparation for President Nixon's visit there and then went back to retrieve them after President Nixon's visit. He also piloted the White House press corps on a number of trips including Nixon's trip to Moscow and President Ford's visits to Japan, Korea and Vladivostok, Russia, which once again was the first flight ever by a non-Communist nation commercial plane into Vladivostok. During his career he served as President and Trustee of the Airport Sound Abatement Center in San Francisco; trustee of Aviation Program at Foothill College in Los Altos, CA and a member of the Operations Committee at Kennedy Airport in New York. After retirement from TWA, Bill moved to San Jose, CA where he was active in the formation of the TWA Retired Pilot Organization (TARPA); was past-president of the TWA Seniors Club; a past Big Sir for Sons in Retirement; a member of Quiet Birdmen, a lay board member for the Villages Community Chapel; worked part-time for NASA's Aviation Safety Reporting Service and was a free-lance writer and an occasional contributor to the Letters of the Editor page of the San Jose Mercury News. In 1984, he won the Senior's Division First Place award for Northern California in a Bill of Rights essay contest and won a "Silver Pen" award from the San Jose Mercury News in 1998 for a letter to the editor on "The Hazards of Prolonging Life". His hobbies while in San Jose were writing, reading, travel, golf and walking. After the death of his wife, June, in 2002, Bill moved to Chandler, Arizona in 2004 to be near family. He was active in the local retired TWA pilots' chapter before dementia limited his ability to participate. He is survived by his daughter, Leslie Fullen of Council Bluffs, IA and his daughter-in-law, Janet Dixon of Chandler, AZ, five grand-children (Kristi Dixon, McKenna Dixon, Jeffrey Leal, Megan Fullen and William Fullen) and his great-grandchildren.



Bill Dixon in 1948

By Jan Dixon



IN MEMORY OF
CAPTAIN THOMAS S. KROSCHER
FEBRUARY 2, 1925—MARCH 24, 2009
TWA 1950—1985

Born in Medford, Oregon on February 2nd, 1925, Tom took his last flight to "The Promised Land" on March 24th, 2009.

Tom graduated from San Diego High School in 1943 and entered the U.S. Army Air Corps as a private, then became an Aviator Cadet, was trained as a Bombardier and Navigator, he graduated and was given the rank of Flight Officer. In Walawala Air Force Base he received training in high-altitude bombing and his crew was selected as one of the best. Tom volunteered for pilot training and was sent to Vance Air Force Base as a 2nd Lieutenant. He also went to Enid, Oklahoma and was checked out on B-29 bombers. He then went to Randolph Field in San Antonio, Texas to fly B-29's. His active service during World War II included ferrying B-24's to Hawaii and New Guinea. He served in the United States Air Force for the duration of the war and participated in the battle of Okinawa and bombing runs over Japan. When Tom was demobilized from the Air Force he received the Asiatic Pacific service medal, World War" Victory medal, the American Campaign medal, the Philippine Liberation medal, the Army Occupation medal (Japan) and the Philippine Independence ribbon.

Tom studied at the University of Southern California, majored in Commercial Aviation and minored in Accounting. He graduated with a Bachelor of Science degree and a Public Accounting license. At age 25, Tom came on board with TWA as a Dispatch Clerk. His career "took off" when he became an airline pilot, flying the midnight run (8 stops) between Kansas City and LaGuardia. He checked out as Captain on B-707's and B-727's (International flights out of New York with a lot less stops!!) His passion for flying continued while living his dream and residing in Freeport, Bahamas where he met his wife, Carol. His experiences included a two-year stint with Saudi Arabian Airlines under lease from TWA. His last seven years were spent flying as Captain on 747's.

In 1985 Tom retired and started a new chapter in his life. He played golf, liked skiing, reading, visiting with family and friends and dining in fine restaurants.

Tom leaves a legacy of love, friendship and dedication and will be forever remembered for his gentle demeanor, his warm smile and for his faith which never wavered. He is survived by his wife, Carol, his 5 children with his first wife, Mary Feltgen and his two Grandsons. They are Christopher Kroschel, Tommy Kroschel, Kathleen Kirkpatrick, Mary Elizabeth Cossentino, Maureen Johnson and Grandsons, Kyle Johnson and Jeffrey Johnson.
By Carol Kroschel

[See a picture of Tom and Carol at the Nashville convention in the March 2009 *TOPICS*, p 26—Ed.]



IN MEMORY OF
CAPTAIN BILLY M. TATE
DECEMBER 27, 1919—JUNE 20, 2009
TWA 1945—1979

Billy was born and grew up in Decaturville, Tennessee. After graduating from high school, he went to college on a football scholarship to the University of Tennessee at Martin. Following graduation, he joined the Army Air Corps in 1940 and served for five years.

During World War II, Billy flew the first troop carrier to England. He also flew the first C-47 troop carrier in the invasion of North Africa and Italy. He was given the honor of flying President Tito's family on a secret mission out of former Yugoslavia. He retired from the service with the rank of Major.

In 1945, Billy was hired as a pilot for TWA, where he worked for 34 years. During his career he flew the DC-3, Martin 202A and 404, all models of Constellations, Convair 880, Boeing 707 and 747. In addition, he served as Manager of Flight Training and also Director and Manager of the 747 training program for all TWA pilots. He was selected pilot of the year in 1977. He often said after retiring that there was never a day that he did not LOVE to go to work!

Billy's hobbies included building, golf and snow skiing, but he will be remembered most as a loving husband, devoted father and grandfather and dedicated friend. His family will always remember their wonderful trips to exciting places around the world. Today, their time spent together provides many lasting memories and stories of joys and mishaps encountered on their adventures.

Survivors include his loving wife of 67 years, Jane Cox, three daughters, Linda, Lydia and Annette, five grandchildren, Ellen, Lindsey, Jennifer, David and Anna; and one great-granddaughter, Hallie Jane.

By Lydia Tate Belot

IN MEMORY OF
CAPTAIN CHARLES TISEO, JR.
JULY 8, 1922 – AUGUST 23, 2009
TWA 1942 – 1976

IN MEMORY OF
CAPTAIN IDUS INGLIS
SEPTEMBER 7, 1921—AUGUST 14, 2009
TWA 1944—1989



IN MEMORY OF
CAPTAIN THOMAS E. VOGEL
NOVEMBER 4, 1930—JULY 18, 2009
TWA 1956—1996

Tom passed away from complications due to heart problems. He was born and grew up in Bloomington, Illinois and attended Bloomington schools. He attended and graduated from St. Ambrose University in Davenport, Iowa. After graduating he joined the US Air Force, and after receiving his wings and commission he was sent to Korea where he flew the F-86 in combat and had one confirmed Mig kill. He was a graduate of the Top Gun School at Nellis Air Force base and a member of the Mach Busters Club.

In August of 1956 Tom joined TWA. He was based in Boston, New York, San Francisco and Saudi Arabia. In 1977 during his time with Saudia, Tom received several commendations for an emergency landing in Kuwait on a flight from Damascus to Riyadh with 177 passengers on board after his 707 had a serious engine fire. The event was published through Reuters World News to US newspapers. Tom retired from TWA on May 1, 1996 [after nearly]40 years as Captain, First Officer and Flight Engineer.

Tom was a member of the TWA Active Retired Pilots Association and the TWA Seniors Northwest Ambassadors Chapter. He was also a member of the quiet birdmen San Francisco Hangar. Tom owned a Stearman that he enjoyed flying with his son Mark. He also enjoyed tennis and ballroom dancing, especially the Argentine Tango with his wife Margaux. He had a great sense of humor and enjoyed a good laugh. Tom will be missed by his many friends and family.

Tom is survived by his wife of fourteen years, Margaux, daughters Michelle, Wendy and son Mark. He is also survived by two grandsons Teddy and Henry.

Submitted by Herb Wheeler

[For a picture of Tom with his Stearman, see the July 2009 *TARPA TOPICS* P. 66—Ed.]

IN MEMORY OF
CAPTAIN BLAINE M. FALK
JULY 24, 1920—JUNE 10, 2008
TWA 1947—1987

IN MEMORY OF
CAPTAIN DAVID A. BROWN
JUNE 16, 1930—MARCH 18, 2009
1955—1978

IN MEMORY OF
CAPTAIN HAROLD “RUDY” TRUESDALE
MAY 21, 1906—JULY 7, 2009
TWA 1935—1970



IMPORTANT FLOWN WEST NOTICE

The procedure for reporting a TARPA Member's death has reverted to the original plan used when we were first acquired by American Airlines. That is, in this sad event, survivors of a member should again call **American Airlines Survivor Support: 1 800 447 2000**. The primary purpose of that notification is to determine eligibility for receiving insurance benefits. Also, American Airlines and TARPA maintain these records for future reference. TARPA uses the information for the *Flown West* section of *TOPICS* and for the *In Memoriam* section in our Directory. All TARPA Members should save this notice and provide it to their family members. You may check the “Flown West” page on the TARPA message board at www.tarpa.com for any changes since this was published.

Family members and friends may send Memorials for TARPA Members who have Flown West to *TOPICS* Editor Emeritus John P. Gratz; Memorials can be sent online or by mail to:

John P. Gratz
1646 Timberlake Manor Parkway
Chesterfield, MO 63017
636-532-8317
jpgratz@charter.net



FROM THE ARCHIVES



< From the November 1993 *TARPA TOPICS*

LOOKING BACK ON TWA *R. C. Sherman*

Silas Moorhouse was number 1 on the first Pilots seniority list, with a 4-1-27 date of hire. He lived to be 91. Eddie Bellande, #2 was 89, and #3, Lew Goss, was one month short of 96. Jack Frye and Paul Richter, #4 & 5 did not do as well; they expired at ages 43 & 53. Managing an airline may have been more stressful than flying for one. Daniel (Tommy) Tomlinson (#14) at 96 is our oldest living pilot. Hamilton Lee of UAL is 101.

About 9500 pilots followed on TWA. Less than 2800 are active today [1993]; ergo 6700 came and left over the years. About 4000 retired, but less than 3000 were classed as seniors; age + service = 75 minimum. 2225 of which are still living. There are 12,500 living TWA seniors. The fortunes of the airline, the government, wars, and attitudes, have altered both the average age of the pilots, and their age at retirement.

AVERAGE AGE OF PILOTS

'40	'48	'50	'55	'60	'65	'70	'75	'80	'84	'90	'93
35	31	33	34	37	38	39	43	46	49	45	47

The large hiring program from 1942 thru 1948, and 1951 thru 1957 kept the average age low. No one was hired from 1/23/70 thru 10/5/78, which accounts for the jump in age from '70 - '75. It hits a high in 1984 due to stagnation and a number of those over 60 continuing. The addition of OZA brought the age down for 1990. Many younger pilots were among the retirees in the last several years, thus the average age increased again.

Of the 324 who died while employed, 130 were killed in aircraft accidents in the following categories:

NUMBER (INCIDENTS)				
TWA OPERATIONS	TRAINING	I.C.D.	MILITARY	PRIVATE
68 (29)	18 (4)	18 (6)	15 (15)	8 (7)

Plus 2 instructors assigned to other airlines, and 1 Chief Pilot in a Boeing B307 factory demonstration flight; wing failed.

[P.1 of 3. According to the A.T.A., in the USA now, median age is 38.7; average age is 41.2—Ed.]





the Grapevine

- FROM JANET MAY, MAY 15, 2009

I went to the Aviation History Museum over the Easter holiday. It is located at the old downtown airport in Kansas City on Richards Road. What a great experience – and emotional, too! Many TWA planes, uniforms, TWA memorabilia, photographs, write-ups and on and on.

I encourage everyone to go if you haven't been there. I only wish my husband [Thad May, 1919-2007, TWA 1945-1979—Ed.] had been able to see it.

Thaddeus was a captain with TWA for thirty four years. Our family loved being an “airline family” and have always known how lucky they were to have a father who flew. Incidentally, the volunteer guide at the museum was really great.

I love *TARPA TOPICS*; a really slick publication.



Mrs. May at AHS

- FROM LOUIS BARR, 6 JUNE 2009 (D-DAY)

The latest issue of TOPICS was great. The captions under the pictures at the convention were a much appreciated addition. It helped in putting names to faces.

One small gripe. Whoever wrote the reports of the Board Meeting and General Meeting got carried away using the title ‘Captain’. We know they were all Captains; I gave up reading the reports after about the tenth ‘Captain’. [Noted and in agreement – Ed.]

On another note, in light of the present economy, I give a heartfelt "Thank you" the first of every month when the "A" and "B" plan payments are deposited in my account.

I am especially grateful to Ralph Damon for initiating the retirement program. In my opinion Mr. Damon was TWA's best president, at least during my tenure with the company. I also admire Bob Sherman for riding a close herd on the "B" Plan. He, and his associates did and do a great job.

Keep up the good work. I look forward to, and devour every issue.

- LOU BURNS PASSED THIS ON:

How much were you paid in your probationary year? In the mid-sixties, it was \$500/mo. but if you go to the “Inflation Calculator” at: <http://data.bls.gov/cgi-bin/cpicalc.pl> you will learn that that equals \$3,418.27/mo. in 2009 dollars. In 1965 the federal minimum wage was \$1.25/hr. Today, that would be \$8.55.





- **N722TW— FROM MARC BRECY, TWA SENIORS CLUB WEB MASTER**

On 09 June 2009, the first "TWA" 757 landed in ZRH.

N722TW was used for the inaugural flight of Delta's new JFK-ZRH service. The aircraft flew for TW, then AA and now for DL.

Swissair began ZRH-JFK non-stop service the same day.



- **OVERHEARD ON A FLIGHT, MANY YEARS AGO....**



Royal Ambassador Class non rev: “Oh, Miss, would you get me another glass of Cabernet?” “This glass must have a hole in it.”

Hostess: (examining glass) “Oh, my goodness, it does! - A great big one, right on the top!”

- **FROM JEAN URBAS/PORTER**

After Adolph Urbas died in 2001, I decided to move from the Lake Geneva, WI area that Adolph and I had retired to, to the Poplar Grove Airport Community near Rockford, IL and I built a house (there, just off) the taxiway in 2003. I am still an active pilot (since 1984).

Dave Byl, who died recently, [See Flown West—Ed.] bought a condo here and seemed very happy here.

I sell real estate. In 2006 I married Bob Porter, a retired United captain. Bob was a former resident of Casa De Aero [68IS—Hampshire, IL—Ed]

- **FROM LOU BURNS VIA EMAIL**



Just finished reading the current issue of the *TARPA TOPICS* magazine, and want to thank you... for putting together such a great issue. As I finished it I tried reading the message on the back cover, which is to and from the last TW international flight, but couldn't get through it. Too much emotion....

- **BRANSON, MO**

For years, the only airline service to Branson, MO, has been through Springfield (SGF) about 40 miles distant. BBG, the new airport at Branson, MO is just 8 miles SSE (just a mile or two north of the MO-AR state line) and served by AmTran (ATL) and Sun Country (MSP and DFW). But if you are flying yourself, the best choice is still Clark-Taney County (PLK) just one mile SE of the City and more than adequate for most with a 3,700X100' paved RWY 11/29. The line is staffed with pleasant College of the Ozarks students and it is non-towered and non-air carrier, therefore, a transient pilot and his passengers may still enjoy a modicum of freedom.





F6F Hellcat (Grumman)
F8F Bearcat (Grumman)
F9F Panther (Grumman)
F9F Cougar (Grumman)
F11F Tigerjet (Grumman)
F4H Phantom (McDonnell)
A4D Skyhawk (Douglas)
F/A-18 Super Hornet (McDonnell-Douglas)



Teams Prior to 1953;
Acrojets, Red Devils,
Skyblazers & Saber
Knights.

< 1953—1956, F-84



< 1964—1969, F-100

1969—1974, F-4E >



< 1974—1983, T-38

1983—2009, F-16 >





- **FROM BERND KLOPFER** VIA EMAIL [In response to our forwarding (from Marc Brecy, TWA Seniors Club web master) several Life Magazine photos shot in Nazi Germany in the late '30s or early '40s.—Ed.]



Yes, it sure says Leuna. I would guess it's the train station. Ill have to send it to my family members to see if they know, for sure.

I wonder in what year that was. Very interesting series of photos. You know everything was crazy when so many people wear military uniforms.

Bernd

DER FÜHRER at Leuna, Germany. See the March 2009 TOPICS, P. 45 , "Captain Bernd Klopfer".

- **FROM LOU SPASIANO** VIA EMAIL

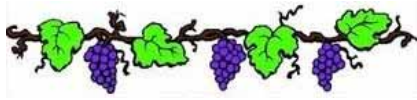
I had saved a copy of the Oct 2, 1958 "Skyliner". This photo was on the bottom of the front page. It's the best I can do scanning with my equipment. Perhaps you can use it in the next *TARPA TOPICS*.



TWA's MOST SENIOR PILOTS enjoyed a day of reminiscing at Kansas City last week. Pictured during a meeting at the flight training center, they are, left to right, Captains Russell Dick, Swede Gallien, Les Munger, Orm Gove, Joe Bartles, (George Houle, a dispatcher from Los Angeles who will retire November 1), Fred Richardson, Ted Moffitt, Don Terry, Harry Campbell, Walt Smiley, Ted Hereford, Bob Larson, Stan Stanton, Wendell Peterson, Dick Hanson, Ted Weaver, Bill Campbell, Moe Bowen, Lee Flanagan, and John Collings. Those not pictured were Howard Hall, Earl Fleet, Pat Gallup, E. O. Close and M. L. Hoblett.

- **FROM GINGER (MRS. JOHN A.) GOODELL**

Thank you very much for seeing that we received the Tarpa Topics July issue. As it happened, it arrived in time for our family memorial for my father-in-law, John A. Goodell). We put it out, open to "his" page, on the memorabilia table (which included his captain's hat). We heard lots of nice comments about the magazine and the Flown West section.



Where do old model airplanes go? To a desert bone yard, of course; just like the real ones. See the article and photos by Steven Hogopian in the September 2009 *Airways* magazine.

- HISTORY OF TWA

Many have been written, of course, but if you need a pretty good one at the tip of your fingers try this address: <http://en.wikipedia.org/wiki/TWA>

It seems accurate and fairly concise. There are several photos and tables, like this one, which should bring back memories... The links in this table are active only on the web site.

Trans World Airlines fleet in 1970 ^[21]			
Aircraft	Total	Orders	Notes
BAC/Sud Concorde		0	0 Six on option
Boeing SST	0	0	0 12 on option
Boeing 707-120	58	0	
Boeing 707-320	53	0	
Boeing 727	67	0	
Boeing 747	3	12	
Convair CV-880	25	0	
Douglas DC-9-15	19	0	
Lockheed Tristar	0	22	
Total	225	34	





- **TWA CAPT. JOE GRANT, 101 VISITS AIRVENTURE 2009 AT OSH** From the Saudi Commission For Tourism web site: <http://www.scta.gov.sa/sites/english/Pages/default.aspx>



Today, [Jul. 30, 2009] debut of the book "King Abdulaziz ...His Plane and His Pilot," in Wisconsin State

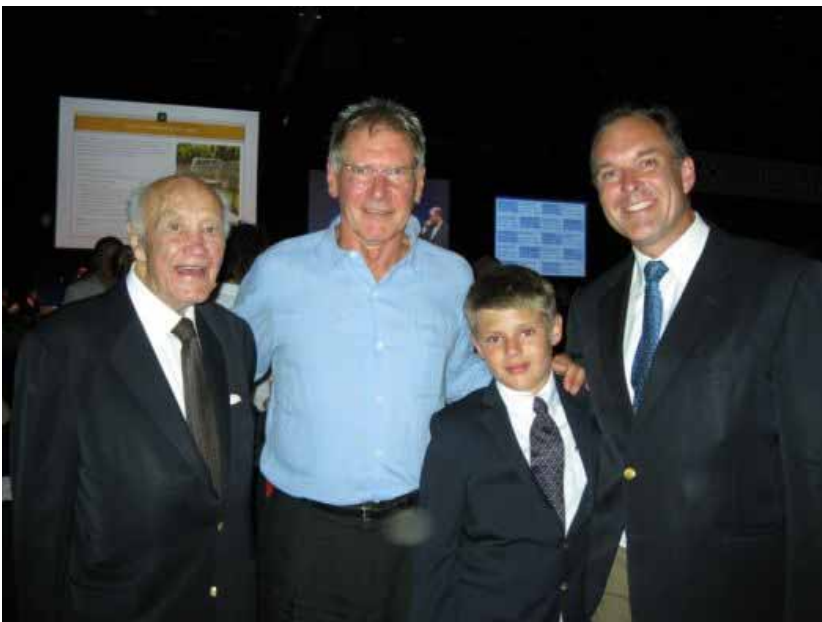
In the presence of His Royal Highness Prince Sultan Bin Salman, President of SCTA, the legendary American pilot Captain Joe Grant, 101-year-old will debut the book "King Abdulaziz ...His Plane and His Pilot" at the Oshkosh Air Show, Wisconsin State, USA. In the book Captain Joe Grant recalls his experiences as pilot

to the DC-3 aircraft for the Saudi Royal family during the 1940s.

The book, which will be released as a special collector's edition at the air show, was written by Dr. Michael Saba, which chronicles Capt. Grant's experiences flying the DC-3 for the Saudi Royal family during the 1940s. The book also features a special foreword written by Prince Sultan bin Salman. The book highlights the historical meeting between HRH King Abdulaziz Bin Saud and President Franklin Delano Roosevelt in February of 1945. Just two days after the death of President Roosevelt in April of 1945, Colonel William Eddy, presented the King with the DC-3 aircraft, a gift from President Roosevelt himself.

Captain Joe Grant, a World War II veteran and pilot for TWA, accepted the job as the King's pilot soon afterwards. Grant, who recently celebrated his 101st birthday, recalls that flying for the King in Saudi Arabia reminded him of his "old barnstorming days," with few air strips and fewer navigational tools. Capt. Grant, who earned the nickname "Crazy Pilot," on Monday evening 27th July, has reviewed his experiences with the DC-3 and the Saudi Royal family, at the opening of the "Theater in the Woods" presentation, which features historical figures in the field of aviation.

On Thursday afternoon, July 30, Capt. Grant, Saba, the grandson of King Abdulaziz, HRH Prince Sultan bin Salman, and the grandson of President Franklin Roosevelt, Delano Roosevelt, will recreate history when they fly into Center Stage at Oshkosh in a replica of the original DC-3. That evening the men will also be featured at the show's Grand Banquet, the "Gathering of Eagles," an annual event sponsored by Cessna Aircraft that focuses on aviation youth and humanitarian efforts.



(L to R) Capt. Joe Grant, Harrison Ford, Michael Grant, Edward Grant. [Mr. Ford is the EAA Young Eagles Chairman. For more color photos and text see the Stamford, CT (Joe's home town) site at: www.stamfordplus.com/ the exact page is:

http://www.stamfordplus.com/stm/information/nws1/publish/News_1/New-book-details-early-barnstorming-days-of-Saudi-aviation5722.shtml

The book is available from www.amazon.com , \$19.95—Ed.]





- **FROM DAVE HAASE**

I was truly saddened to learn that Steve Parrella had passed away. We flew together to Rome on a Christmas eve layover trip in '98. Found a nice mom and pop restaurant and had a delightful dinner with most of the crew. He had just received a substantial sum from some kind of a settlement and insisted that he pay for dinner for all of us. When I learned a couple of years ago about the skydiving accident of 2006, I was able to track him down and we talked at length on the phone. We also traded e-mails for a period of time.

In spite of his circumstances, it was good to talk to him again and reminisce about some of the trips we flew together including that evening in Rome. I was under the impression that, although his mobility and his spirits were impaired, otherwise he was managing to cope quite well. So, it came as more than a bit of a shock when I saw the Topics article. Whoever wrote the article about Steve, all I can say is that person performed a difficult task and did a beautiful job of reminding all of a fine and thoughtful individual with whom we were fortunate to have been associated.. I wholeheartedly endorse every word of that author's description of who and what Parrella was. I commend him for taking the time to write it as well as your decision to put it print.

- **THE GRANT NELSON, 1940-2008 (OZ/TW 1966-2000) AWARD**

The 2008 GRANT NELSON AWARD for lifetime achievement as a TWA Check Airman was awarded to Captain John Zaeske. Congratulations to John as our first recipient! Captains Doug Elmore, Jim Hammonds and Dave McLaren were the other finalists for 2008. More than 80 of you took the time to vote last year, nominating a large number of deserving candidates. Thanks for your participation.



John Zaeske

TWA had many dedicated Check Airmen over its long and storied history. But there was no person more vocal in his pride and respect for the Check Airman of TWA than Captain Grant Nelson. We believe this annual award is an appropriate testament to honor Grant, as well as each year's winner, for their years of dedication and excellence to training and standards. It will continue to be given annually to the Check Airmen that have, in your eyes, devoted themselves to making the pilots of TWA the best in the industry....

Ron Biller, Jim Georgen, Hugh Schoelzel and Tom Tillett

When asked for background on Grant Nelson, Hugh Schoelzel wrote: "My recollection is of a quintessential airline pilot, a competent, people person, great sense of humor, intelligent, handsome fellow, natty dresser, and within his mature aura of professionalism, a lurking little boy having a great time."

"Grant came to us as an Ozark check airman, soon checking out in the 727 as a TWA Flight Manager. My first flying experience with him was to check him out as an international 727 captain, in the Caribbean, across the Atlantic via Bangor, Keflavik and Paris, and throughout our narrow body route system in Europe and the Middle East. He was a superior pilot, leader and man in every respect. Unfortunately he succumbed to sickness and passing not long after his retirement. He was an exemplary person and it was my honor to know him."

[This year, former TWA Line, Simulator and Flight Engineer Check Airmen, and their Spouse or Significant Other, will gather in STL on October 3 & 4. We are hoping for a report from one of the attendees for our March *TOPICS*—Ed.]



• **SEARCHING FOR CLOSURE, KANSAS CITY MAN ATTENDS 1959 ITALIAN PLANE CRASH REMEMBRANCE**

By BRIAN BURNES *The Kansas City Star* Posted Fri, Jun. 26, 2009

On Friday, Don Lueke said one last goodbye. It had been 50 years in coming. Lueke was among hundreds who gathered for ceremonies near Milan, Italy, commemorating the June 26, 1959, crash of a TWA Constellation. Lueke's father, Donald A. Lueke, [TWA 1940-1959 – Ed] a flight engineer for Trans World Airlines, was one of 68 who died.

Lueke believes his trip to Italy represented a final opportunity to reconcile the complicated emotions he's wrestled with over the past 50 years. He believes much of his professional life — which included 31 years with TWA, some as a flight engineer on international routes — has been a tribute to his father. But this week's trip is also acknowledgment of his mother, Virginia. She reared Lueke and his three younger siblings after her husband's death but struggled with the loss until her death in 2001. "I don't know what closure is," Lueke said earlier this week at his home in Kansas City, North. "But I know my mother never had it."



Donald Lueke and his wife, Rosine, learned online that the Italian community where the TWA plane crash occurred was planning a commemoration.

CHRIS OBERHOLTZ/Kansas City Star 6-26, 2009

On Friday, he joined a procession to the crash site in Olgiate Olona, the small community near Milan where the plane crashed in 1959. The ceremonies — scheduled at the same time of the crash 50 years ago — included a formal reading of the names of all who perished.

When the tragedy occurred in 1959, his family endured [it] in comparative isolation. While nine TWA employees died on the flight, Donald A. Lueke was the only Kansas City area resident. But the younger Lueke said he and his wife, Rosine, met many family members of those who had died on the flight and who had traveled from the United States and across Europe to attend the ceremonies. Lueke also met longtime residents of Olgiate Olona who had recollections.

"The crash was a traumatic event for this community," Lueke said by telephone Friday. "I'm here now in the Olgiate Olona city hall, which in 1959 was an orphanage. "The plane flew right over the orphanage before crashing."

The 1959 tragedy remains of interest to aviation historians in part because it was one of the few commercial airline disasters in which the probable cause was thought to be a lightning strike, said Bob Woodling, a Kansas City native who today is a retired aeronautical engineer near Seattle. "That is a very rare event," Woodling said. It also involved the Lockheed Constellation, an iconic propeller aircraft with a triple-fin tail. The plane still recalls the era of passenger airliner service of the late 1940s and 1950s. "It was the ultimate in propeller airliners at the time," Woodling said.

Lueke said he was pleased to represent the still-active community of TWA veterans. Company representatives, eager to help the Lueke family after the accident, hired him as a ticket agent after he graduated from the University of Kansas in 1964. Litigation following the crash resulted in a \$3,000 payment, which Lueke invested in pilot training. He served several years as a TWA flight engineer — just like his father.



“There would be times when I was walking across a runway [sic] somewhere in Europe, and I would think, I am doing the same thing Dad did.”

FOR MORE, SEE: <http://www.twaseniorsclub.org/mxpor-y-26jun1959/twa891-june59.html>

- **BOB SHERMAN** ADDS HIS COMMENTS

I recall the incident very well. ...I believe it was a 1649.... My friends Paul Grade, the Captain and Chicago Capt. Jack Davis (Jack was his complete first name) was in the jump seat. Jack's dad was an AAL mechanic who rose to a supervisory position in AAL Maintenance. This 'old timer' [Jack] finally decided to go International before he retired and was route qualifying. Because of Jack's father, Jack knew more about the DC-3 than Donald Douglas; numbers and types of rivets and all sorts of trivia.

Paul Grade's claim to fame (among the relief & co-pilots) was his observation of Cairo's *Stella Beer*, "It comes directly from the horse."

The best they could determine about the accident: On climb out from Milan with nearby thunderstorms, a fuel dump chute may have had a slight leak and the wing tip lightning strike may have ignited it. The



Lockheed 1649—last of the Constellations

- FROM *THE TWA SENIORS SKYLINER* AN ACCOUNT OF THE RECENT MEMORIAL SERVICE FOR THE VICTIMS OF TW-891, 16 JUNE, 1959. With thanks to editor Carl Barley.

... Next, an invitation was read asking all to attend the impending memorial service that would take place on June 26 in memory of the 70 passengers and crew members who lost their lives in the crash of Flt TW-891, ATH-FCO-MXP-ORY-CHI, a Lockheed L-1649A Starliner, at 17.33 on Friday June 26, 1959 in the nearby [Milan] town of Olgiate Olona.

In response to the invitation, on a clear, bright June 26, some of us met in Olgiate Olona to help commemorate the 50th anniversary of the accident. Commemorative Post Cards with special philatelic cancellations by the Italian Post Office were on sale with the proceeds to be donated to a charitable association for the acquisition of an emergency vehicle to be named in memory of those lost in the tragedy.

After a brief speech by the Mayor, the funeral procession, comprised of various civilian, religious and military representatives, relatives of the victims (quite a few having come directly from the USA) and a conspicuous group of TWAers, left the Town Hall and proceeded in reverent silence towards the site of the accident. Arriving there, we gathered before the shrouded memorial plaque that had been placed by the Municipality of Olgiate Olona. The commemoration ceremony began with the reading of the names



of the 70 victims, followed by ecumenical prayers read by the clergy of various religious faiths.

At precisely 17.33, the bells of the nearby parish church tolled, as if to remind all present of the caducity of human life. A sense of deep emotion ran through the cortege, with all attention fixed on this striking and solemn commemoration. At that very moment, and quite unexpectedly, loud peals of thunder were heard and flashes of lightning were seen approaching the area, threatening bad weather--an appropriate reminder of the terrible weather conditions that prevailed on that fatal day. Fortunately enough, it was only a reminder; we were spared. At the completion of the religious ceremony, the marble plaque, on which are inscribed the names of the 70 victims, was unveiled; a laurel wreath was laid down by the Mayor along with a bouquet of flowers in the name of TWA International Seniors Club. The final touch was the dedication of a new street that skirts the area where the memorial monument is located and which from that day on will be called "26 June 1959 Street."

It was an event of great emotion. We reserve a reverent token of gratitude to the community of this small town of Olgiate Olona for honoring the memory of the persons involved in the accident that cost them their lives.

Fabrizio Forleo, president, TWA Seniors Northern Italy Chapter



Want to join, or learn more about the TWA Seniors Club? Visit their excellent web site at:

<http://twaseniorsclub.org/>



TWA flight 891 memorial site. Flowers (second bouquet from the right) courtesy of TWA Seniors Club, Northern Italy Chapter. Photo by Fabrizio Forleo



...THERE I WAS, AT 43,000'!



By Jim Schmitt

"Your blood will boil in an explosive decompression above 40,000 feet!" "Without oxygen, you will be unconscious in ten seconds!" So spoke our USAF altitude chamber specialists in the Great State of Texas back in 1953 as I was going thru basic fighter pilot training. After that lurid briefing we entered the huge airtight vault and began to learn more about ourselves as we 'climbed' to a simulated altitude of 25,000 feet. A few minutes of experimentation there (we had seldom exceeded 8000 feet in our previous aircraft, the old AT-6 *Texan*) and then with a 'whoosh' we rose to 35,000 feet with a simulated explosive decompression. There we learned even more about our bodily functions, eventually removed our oxygen masks under close supervision, and promptly passed out.



Hooray! We were now qualified to begin training in the *T-Bird*, the Lockheed T-33, which introduced real jet flying to thousands of eager fighter pilot trainees.

It was ten years and many jet hours later, in the *T-Bird*, the F-86E *Sabrejet*, the Boeing 707, the F-84F (World's Fastest Tricycle) and then the F-86H with the New Jersey Air National Guard, where I learned my blood would not boil in a high altitude explosive decompression. Yes, I probably lost a few brain cells in that fraction of a second and it gives me at least a mental excuse for subsequent lapses. There was no 'whoosh', just a 'bang' as the cannon shell a couple feet behind me facilitated the ejection.

It was October 5th, a very pleasant weekday, and I had checked in to the Atlantic City Air Base to earn a day's pay while keeping proficient in our newest acquisition, the F-86H. This edition of the *Sabrejet* had a brand new hot engine, made in Canada, and practically guaranteed to get us a mile high as we passed the end of our takeoff runway. There was no one else to play with that day so it seemed like a good time to check out its flying characteristics at the service ceiling of 45,000 feet.

I was not destined to reach the service ceiling that day, as the 'bang' was the cannon shell doing its job and flipping the canopy into the Atlantic Ocean 43,000 feet below me. I thought it was the engine blowing up but in a few seconds realized I was now in an open cockpit doing 500 MPH with an air temperature of minus 80 degrees F. Of course I still had the windscreen keeping out the major air blast, kind of like being in a convertible with the top down on a chilly day—you scrunch down in the front seat!

In a few more seconds I realized the 'gravity' of my situation. My left armrest was pulled up, which ejected the canopy (how, we never knew—perhaps my bulky winter flying suit, and the F-86 cockpit is pretty cramped anyway). The board never did come up with a reason, except that during taxi-out a few

weeks prior, this plane had the explosive shell go off with no damage because the canopy was already open. When I picked up the plane it was 'all systems normal'. We had damn good mechanics in the Air Guard—many career people—and this just came up as another glitch.

So the cannon shell did its job and my canopy was in the Atlantic about 45 miles east of Atlantic City. The next troubling item was the very-much-exposed trigger on the armrest, so placed for the pilot's next move which would be seat ejection with a second cannon shell. Back in the real wars this saved lots of lives or at least let the pilot down gently into enemy territory. But that would be from maybe 20,000 feet. I was almost five miles higher and would have died of oxygen starvation almost immediately prior to being flash frozen and then plummeting into the ocean, still attached to the seat and parachute pack. Today's fighter planes have considered all that, will send you out of the cockpit with a decent supply of oxygen, will separate you from the seat at a reasonable altitude, and will then open your parachute at even a more reasonable altitude so you may waft into whatever and still have lots of survival gear in your seat pack.

I thought about other things while I was very cautiously turning back west toward Atlantic City. I thought about the canopy maybe hitting the tail of my aircraft (old WWII cannon shells losing their strength). I pulled the power back slowly, not wanting to stir things up back there but getting very cold very quickly. I worried about the exposed trigger sitting a few inches away, knowing that even at best the October Atlantic was too cold for much survival. I thought about pushing the armrest back down to its proper position but worried that might cause a seat ejection.

After working out most of my immediate concerns it was time to call 'Mother', so I advised the USAF of my situation. Their first question—believe it or not—was, "Where did the canopy go?" I said something like, "#*%@% the canopy"—lets get me safely on the ground somewhere!" In a moment they suggested McGuire AFB, as it had much better crash facilities. Real encouraging. So I aimed toward McGuire, continued my descent, and was feeling pretty good by the time I reached 20,000 feet. Hooray! I can jump from here! McGuire picked me up on radar and everything was looking good—until I got down to a few thousand feet from the ground, over the Ocean County stunted pine trees. Then another concern; I don't want to jump from here as I didn't have those fancy little rockets on my ejection seat which permit a safe ejection and canopy opening from almost ground level. If my seat ejected at 2000 feet above ground there would be no time or space enough to deploy the chute...so, 40,000 feet or 2,000 feet, dead either way.

Anyway, I kept on course, got three nice green lights on the landing gear, and made one of my better touchdowns (we always do, in scary situations, don't we?). The fire engines gave me a good rollout escort and we secured systems very quickly. No medical checkup to see if my blood boiled. No fisherman hit by a stray canopy. My buddy pilots probably said something like, "Schmitt did it again..." actually, that was the only aircraft I damaged in my flying career...

It would be interesting to learn of other pilots who had really high level explosive decompressions. Maybe we could call it the 'Nine Mile High' club...with a slightly different twist....





MEMBERS/SUBSCRIBERS IN GOOD STANDING

AS OF AUGUST 31, 2009

MEMBERS CAN VIEW THE COMPLETE DIRECTORY AT WWW.TARPA.COM

READ DOWN

ADAMS, C. EDWARD	BARRON, ROBERT D.	BRESLIN, JAMES R.
ADAMS, GERALD T.	BARTLING, J. H.	BROUGHTON, ARTHUR L.
ADAMS, JAMES W.	BATCHELOR, RICHARD L.	BROWN, JACQULYN
ADICKES, ROBERT	BEAULIEU, ROBERT J.	BROWN, FLOYD V.
AHR, WARREN J.	BEBEE, DALE R.	BROWN, FREDRICK
AIRLINE HISTORY MUSEUM	BECK, ROBERT W.	BROWN, TOM
AKIN, RICHARD E.	BECKER, MARSHALL K.	BROWN, HOMER T.
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SMITH, PATRICIA	THOMAS, LOUIS F.	WEAVER, CLAUDE M.
SMITH, JAMES L.	THOMAS, RICHARD E.	WEAVER, LYNN
SMITH, KEITH	THOMPSON, JEAN	WEEKS, COOPER
SMITH, LLOYD H.	THOMPSON, JIM	WEGG, JOHN
SMITH, ORSON T.	THOMSSSEN, DARREL	WEILAND, JR., BARBARA
SMITH, ROBERT B.	THORGEIRSSON, INGIMAR	WEILER, RICHARD A.
SMITH, ROBERT D.	THORNTON, ELWOOD F.	WEIR, VANCE
SMITH, THOMAS A.	TITTINGER, GEORGE J.	WEISS, EDWIN K.
SMITH, WILLIAM W.	TOBIN, LARRY	WEITZEL, THOMAS R.
SMITH, AMES L.	TOMLINSON, HOBART C.	WELTON, LARRY
SNARSKI, JIM	TOMS, BILL	WERNER, FREDERICK L.
SOBEL, MARTIN	TONERY, DAVID P.	WEST, S. R.
SOLOMON, FRANCIS	TRAINER, LEO F.	WESTON, HOWARD H.
SOLOMON, JASPER S.	TRIMBLE, WILLIAM	WETMORE, STAN
SOLOMON, JOHN	TROJAN, LONNA	WHEELER, HERBERT K.
SOUTHARD, Jr., DANIEL B.	TROVINGER, KARL F.	WHITE, ALBERT DAVE
SPAIN, H. D. DUSTY	TRUMPOLT, ROBERT H.	WHITE, DAVID M.
SPARROW, CLIFFORD V.	TSCHIRGI, CHARLES H.	WHITE, FRED S.
SPASIANO, LOUIS F.	TUCCI, DOROTHY	WHITE, ROSEMARIE
SPEAR, CHARLES A.	TURNER, DAVID C.	WHITE, SONIA
SPEDDING, FRANK S.	TURNER, IVAN L.	WHITE, VERNAL G.
SPENCE, JOAN	TYNAN, CRAIG C.	WICKE, FRED M.
SPRANG, JOHN	ULRICH, KURT J.	WIDHOLM, FAY
SQUIRES, DONALD E.	UNDERWOOD, G. P.	WIDMAYER, MARY JANE
STAMP, MARILYN	URBAIN, DONALD E.	WIESE, STEPHEN R.
STANDIFUR, TOM A.	URBAN, ROY J.	WIGGINS, THOMAS P.
STANTON, JAMES E.	USIS III, FELIX M.	WILCOX, DICK
STEINBIS, RAYMOND E.	VAN GOOR, JOHN C.	WILDER, CHARLES L.
STEVENS, WILLIAM	VAN HOOSEN, FRED R.	WILDMAN, EVERETT L.
STEWART, NAOMI	VAN PELT, VINCENT R.	WILKEN, AL
STIMMEL, MANFRED H	VAN TREASE, CHARLES Y.	WILLCUTTS, ROBERT S.
STITELER, D. GEORGE	VAN WORMER, WILLARD D.	WILLIAMS, DOROTHY
STITT, BEVERLY R.	VANDERMEER, HANS M.	WILLIAMS, EVERETT H.
STOFFEL, HANK	VANDEVELDE, MARY	WILMOT, JOHN L.
STONSKAS, JOSEPH J.	VODRA, LARRY	WILSON, HUGH
STROSCHEIN, EDWARD J.	VOGEL, MARGARITA	WILSON, JIMMY L.
STUFFINGS, ROBERT W.	VOIGTS, BUSCH	WILSON, PATTY
STURTEVANT, HENRY	VOVOLKA, EVELYN	WILSON, WESLEY F.
SULLIVAN, ARTHUR J.	WADSWORTH, MURIEL	WIND, M. MICHAEL
SULLIVAN, CAROL	WAESCHLE, CLIFF	WIRTH, LILLIAN
SUTORKA, JOHN S.	WAGGONER, EARL R.	WIRTH, RALEIGH
SWANSON, CHARLES D.	WAGGONER, WILLIAM C.	WISE, ANTHONY J.
SWEARINGEN, JIM	WAGNER, REES R.	WISE, RICK
SWIFT, MIKE	WAGNER, ANNA	WITTMAN, CLEM A.
SYVERSRUD, EARL T.	WAHL, MARY	WOLF, VICTOR P.
TANTAU, WILLIAM M.	WALDO, WALTER J.	WOLFE, E. E. BUD
TANZOLA, JAMES A.	WALGREN, PAUL	WOLFE, LARRY J.

WOLFF, MARVIN H.
WOODEN, Jr., JOHN C.
WOODFILL, THOMAS R.
WOODRUFF III, HENRY S.
WOOLLEY, ROBERT
WOOLSEY, BARBARA
WORMWOOD, CURTIS
WOTIPKA, SYLVIA
WRIGHT, JOHN E.

YARKE, M. C. MAL
YATES, MARJORIE
YOUNG, DIDI
YOUNG, FRANK E.
YOUNG, ROBERT
YOUNG, Jr., HARRY E.
YOUNGBLOOD, HENRIETTA
YOUNGDAHL, K. B. SKIP
ZACHEM, JON N.

ZAMOLYI, LASLO L.
ZASIO, ARTHUR R.
ZESIGER, KERRY
ZIMMERMAN, LUTHER D.
ZIMMERS, JOSEPH L.
ZINK, JOHN C.
ZOLLMANN, JOSEPH J.
ZUDIS, RICHARD



IN REMEMBRANCE

FLOWN WEST LIST

ALL TWA FLIGHT DECK CREW MEMBERS 1930 – 2008



IN REMEMBRANCE

In the over 70 year history of TWA, flight deck crew members have made, and are still making, a meritorious contribution to TWA. The crewmembers listed hereafter, Captains, First Officers, Flight Engineers, Navigators and Flight Radio Operators were part of this passing parade but are no longer with us. Starting with 1931, they are named in annual groups by the year of their passing. Some had relatively long careers ending with normal retirement or early retirement. For others, it was a very brief career. Note that up to 1952 all deaths were while employed. Dates to the left of the name indicate the years each was on the seniority list.

Please advise the TARPA Secretary of any omissions or corrections. .

The year of death is uncertain for the 10 listed below. Please help us identify the correct year.

YEAR OF DEATH UNCERTAIN	36-38 Salisbury, Harry M.	<u>1944</u>
	30-38 Snead, Harold B.	44-44 Bamberger, Thomas L.
	36-38 Wallace, Clyde W.	41-44 Bethel, Alford T.
30-40 Ashford, Theodore H.		42-44 Blossom, Kieth M.
40-58 Collier, Clair B.	<u>1939</u>	??-44 Byard, N. R.
30-49 Seyerle, Walter W.	35-37 Cable, John W.	29-44 Chiappino, Lawrence J.
42-51 Tansey, Herbert W.	29-39 Hull, Harlan C.	42-44 Curry, A. A.
34-37 Thornburg, Jack W.		42-44 Darst, Rayburn O.
31-54 Wade, Joseph R.	<u>1940</u>	35-44 Diltz, Henry C.
40-57 Wardlaw, Thomas L.	31-32 Berkencamp, Lynn	42-44 Funkhouser, Robert W.
42-47 Wassenberg, Leo L.		42-44 Garber, Charles S.
28-39 Whitney, Fredrick "Doc"	<u>1941</u>	42-44 Gill, Disbrow N.
42-44 Wynn, Edward J.	39-41 Jamison, Walter A.	42-44 Holstom, Albert E.
	35-41 Kimball, Wilson F.	42-44 Inman, Roger
<u>1931</u>	33-41 Scott, Percy T.W.	42-44 Latimer, Howard "Lick"
31-31 Fry, Robert G.		42-44 Shelton, George E.
30-31 Mathias, Jesse	<u>1942</u>	42-44 Smith, George E.
	42-42 Brown Arthur M.	40-44 Snowden, John P.
<u>1932</u>	42-42 Currier Clifford	??-44 Welliver, Royce T.
30-32 Bowen, John E.	40-42 Gillette, Morgan A.	
32-32 George, Hal	40-42 Hennigh, Glen Roy	<u>1945</u>
29-32 Montee, Ralph	40-42 Jackson, Walter	29-45 Campbell, Milo H.
	35-41 Kimball, Wilson "Skip"	??-45 Jahn, Raymond W.
<u>1933</u>	30-42 Parker, Alton N.	40-45 Sarles, George A.
31-33 Barcus, W. Glen	40-42 Peterson, Warren C.	42-45 Schmitz, George
31-33 Morgan, Howard K.	39-42 Roscoe, Thomas M.	
30-33 Noe, Earl J.	42-42 Schultz, John	<u>1946</u>
	42-42 Walter, James W.	45-46 Amthor, William E.
<u>1935</u>	42-42 Wasil, Nick A.	45-46 Herrien, Douglas L.
32-35 Bolton, Harvey F.	31-42 Williams, Wayne C.	42-46 McBride, Walter R.
31-35 Church, Floyd F.		34-46 Moser, James M.
33-35 Greeson, Kenneth H.	<u>1943</u>	40-46 Nilson, Norman A.
	42-43 Bacon, Everett L.	45-46 Semola, Charles C.
<u>1936</u>	35-43 Dally, Benjamin H.	42-46 Staufer, John J.
32-36 Burford, Dean W.	40-43 Gambee, Harley T.	39-46 Thompson, J. J.
32-36 Ferguson Otto	40-43 Hedenquist, W. R. "Bill"	
33-36 Lewis Harry C.	40-43 Howell, Paul P.	<u>1947</u>
	39-43 Knudsen, Max S.	40-47 Christensen, Emery L.
<u>1937</u>	42-43 Quisenberry, Clyde E.	40-47 Decampo, Richard R.
32-37 Bohnet, Lawrence F.	36-43 Shafer, George "Hal"	45-47 Heller, Melvin W.
35-37 Warwick, Howard E.	41-43 Wagner, Theodore M.	42-47 Kennedy, Virgil G.
	29-43 Zimmerman, Henry J.	42-47 McKeirman, Patrick S.
<u>1938</u>		40-47 Merrick, Richard C.
29-38 Graves, John D.		43-47 Vollack, Luke J.

IN REMEMBRANCE

42-47 Weeks, Robert E.
42-47 Winkler, Francis K.

1948

31-48 Brill, George W.

1949

27-47 Richter, Paul E.
41-49 Selby, James S.

1950

45-50 Fletcher, David B.
46-50 Hammitt, Halden J.
45-50 House, Melvin C.
35-50 Johnson, Harold A.
35-40 Pope, Francis
45-50 Rodecker, Clifford C.
40-50 Webb, Walton B.

1951

42-51 Boyd, James W.
46-51 Carmichael, Glenn F.
29-51 Welsh, St.Clair "Steve"

1952

43-52 Herndon, Hugh W.
37-47 Mckissack, Thomas
40-52 Strait, Robert G.

1954

53-54 Atkins, Frederick
43-54 Dulin, Edward F.
44-54 Marshall, Edward R.
47-54 O'Conner, John C.
40-54 Read, John R.

1955

54-55 Childress Robert, K.
51-55 Creason, Jesse J.
45-55 Eubanks, Charles H.
31-55 Mesker, Douglas "Doc"
45-55 Quinn, James W.
55-55 Remple, Sam Hoyt
42-55 Spong, Ivan R.

1956

52-56 Allen, Harry H.
45-56 Breyfogle, Forrest D.
39-56 Gandy, Jack S.
42-56 Monckton, Robert F.
52-56 Ritner, James H.

1957

53-57 Armstrong, Richard P.
48-57 Brune, Arnold A.
34-57 Fredrickson, Paul S.

40-57 Hale, Horton

1958

53-58 Coons, John T.
45-58 Frost, Wayne E.
54-58 Gleason, Marvin C.

1959

55-59 Auge, Aerion L.
42-59 Davis, Jack
55-59 Ellis, Frank W.
27-47 Frye, William "Jack"
40-59 Grade, Paul S.
45-59 Helwig, Claude W.
33-58 Klose, Eugene O.
48-59 Lee, Russell E.
46-59 Lueke, Donald A.
48-59 Lugano, Dante J.
57-59 McClellan, C. E.
41-59 McMains, Wren M.
48-59 Powell, John V.
45-59 Stanton, Harry L.
52-59 Watters, Delmas E.
33-59 Williams, Maurice "Mc"

1960

53-60 Bowen, Dean. T.
53-60 Hensley, Robert R.
53-60 Luczak, Edwin C.
56-60 Rosenthal, Leroy L.
45-60 Wollam, David A.

1961

45-61 Bonham, Edward D.
40-59 Bratton, Raymond R.
40-46 Gailbraith, Claude O.
48-61 Gregory, John V.
42-61 Naletko, Archie A.
53-61 Newlin, James. C.
45-61 Sanders, James M.
55-61 Tarrant, Dale

1962

41-62 Calder, John M.
55-62 Crist, Francis G.
40-60 Kenney, William E
48-62 Kenny, Charles J.
57-62 Varney, George R.
44-62 Vinzen, Joseph R.
47-62 Watson, George B.

1963

52-63 Henshal, Robert V.
42-63 Park, Joseph E.
28-57 Rice, George K.
53-63 Sgourakes, Constantine
29-45 Smith, Ernest

1964

48-64 Lowery, Howard W.
63-64 Nelson, John O.
52-64 Pakenham, Edward J.
56-64 Peterson, Morgan M.
45-64 Slaughter, William A.

1965

56-65 Barr, Denzel D.
42-65 Shelton, C. "Connie"
33-63 Williams, Lawrence
"LM"

1966

35-36 Browne, Levergne W.
36-66 Dunahoo, Roscoe A.
51-66 Hepp, Frank H.
42-66 Howard, William C.
44-65 Leppert, Newell H.
30-35 Leroy, Robert S.
46-66 Leroy, Sidney J.
52-66 Lotina, Thomas J.
56-66 Moyer, Francis A.
66-66 Steele, Thomas E.

1967

65-67 Binder, Donald N.
52-67 Cochran, Charles L.
66-67 Dunlop, Keneth B.
56-67 Kohlsaas, Karl B.
55-67 Love, Bernard D.
54-67 McCarthy, William J.
40-67 Miller, Harold M.
36-67 Miller, Chester O.
64-67 Moyers, Robert P.
64-67 O'Hearn, John D.
53-67 Richter, Delmar A.
66-67 Roades, Jerry L.
45-58 Roegner, Harold F.
46-67 Satchell, Norman E.
64-67 Smith, Thomas E.
36-61 Southworth, Bernard B.
40-67 Swartzell, Charles W.

1968

44-66 Androus, S. "Andy"
53-68 Baker, Raymond W.
64-68 Best, David E.
42-68 Chandler, Edmond T.
36-64 Cockcroft, Thomas C.
40-66 Eddington, Harold H.
65-68 Gorton, Donald J.
29-66 Gove, Ormand M.
42-66 Jaekel, Robert G.
52-68 Lawrence, James M.
55-68 McCarthy, Robert D.

IN REMEMBRANCE

40-68 Nichols, Grant S.
56-68 Weigle, Wallace F.
66-68 Wesson, William F.

1969

45-69 Armstrong, Raymond
67-69 Baird, Donald B.
45-69 Bavis, Elwyn J.
40-69 Gaines, Harry D.
45-69 Gustavson, John B.
68-69 Jonke, Frank J.
40-67 Leohner, Ralph R.
40-69 Lewis, John W.
40-69 Lynch, Thomas
40-69 McFarland, Harry F.
40-69 Philbin, James J.
45-69 Sellers, William L.
42-69 Sigman, Frederick "Sig"
56-69 Sklarin, Donald O.
64-69 Wyker, Donald C.

1970

70-70 Bullock, Robert E.
28-36 Burns, Arthur C.
44-70 Carrington, Warren D.
53-70 Donnelly, George T.
30-58 Dowling, William H.
53-70 Evans, Robert. H.
40-63 Ford, William H.
40-68 Myers, Dale M.
60-70 Oriol, John A.
65-70 Schmidt, Ronald E.
69-70 Shaw, Harvey J.
45-70 Shively, Herbert C.
42-69 Smith, Myron M.
30-42 Smith, Albert D.
36-69 Southard, Jack S.
34-59 Terry, Donald R.
29-59 Walsh, John G.
38-70 White, Bronson

1971

56-71 Burkhardt, Lewis C.
28-59 Collings, John A.
65-71 Cullen, Bernard F.
42-71 Danielson, Leland J.
39-63 Ewers, Robert E.
40-65 Foster, Arthur F. "Red"
65-71 Geren, Michael A.
34-45 Houle, George L.
44-71 McConnell, Charles R.
52-71 Neitzke, Werner S.
55-71 O'Neill, John H.
42-72 Sohm, Eugene D.
66-71 Taylor, Charles B.

1972

45-72 Anderson, Ralph G.
45-69 Armstrong, Raymond
53-72 Beaudoin, Gerald L.
57-72 Bentley, William E.
29-53 Collins, Amos W.
46-70 Comstock, Andrew H.
53-69 Cosgriff, Edward J.
34-47 Devries, William H.
52-72 Ganek, Edmund J.
43-72 Henry, Paul R.
42-72 Holm, Warren G.
42-70 Kampe, Harry E.
43-48 Loomis, Robert C.
64-72 Lugg, Charles M.
40-68 Nichols, Grant S.
55-72 Nicholson, John M.
51-72 Oskirko, Steven
66-72 Putman, Clifford W.
47-63 Schubert, James R.
63-72 Skinner, Howard W.
45-72 Strake, Frederick R.
40-70 Thrush, Roy L.
65-72 Wolfe, David B.
36-66 Woolsey, Kenneth A.

1973

56-68 Barnum, Earl F.
42-71 Bast, Orlin W.
44-73 Baumgartner, William H.
47-73 Bishop, Gordon H.
42-65 Dombrowski, Clifford L.
66-73 Fowler, Jack L.
53-73 French, Romaine "Larry"
35-70 Gaughen, Thomas J.
67-73 Grove, Arthur M.
64-73 Hanson, Harlan M.
45-73 Kilgore, Edward E.
47-73 Larsen, Robert A.
53-73 Lovelette, Louis H.
43-68 Lunde, Clarence A.
42-68 Nichols, Joseph J.
34-64 Niswander, Francis E.
65-73 Pierini, Robert F.
42-73 Rowe, Raymond F.
42-73 Shurtleff, Merrill A.

1974

53-74 Bankhead, L. D.
64-69 Blum, Ronald J.
66-74 Bosh, Ralph H.
55-74 Brock, Richard I.
65-74 Cheshire, Jon L.
32-66 Hanson, Richard G.
42-77 Helwig, George F.
45-74 Holliday, Donald H.

39-72 Hortman, Norman A.
56-74 Kalinowskji, James F.
36-63 Kasper, Stanley M.
51-74 Keyser, Herbert
66-74 Kresheck, Leonard W.
64-74 McCravy, Albert E.
40-73 Michelson, John A.
29-34 Rach, Carl W.
35-67 Robey, Clarence C.
67-74 Safranek, Thomas C.
35-61 Stanton, Stanley T.
64-74 Trainor, John F.
40-73 Vreeland, Edward J.

1975

52-75 Allen, Robert S.
40-67 Bashioum, Jacob C.
56-75 Bishop, Russell R.
40-73 Chakerian, Vahrm
45-75 Chambers, Carl P.
42-75 Evans, Hugh L.
53-75 Fitzgerald, Joseph C.
40-70 Gigstad, Benjamin L.
68-75 Guneau, Leonard C.
31-64 Hoblit, Marion L.
42-66 Kelly, Joseph B.
51-75 Korn, Seymour
67-75 Mancini, Louis J.
54-75 Maxey, Lynold
29-42 Nelson, Carlyle L.
58-75 Robertson, Norman W.
47-74 Southey, Lloyd J.
35-68 Talbott, Robert H.
52-75 Wolfel, Kenneth G.
28-54 Young, Franklin O.

1976

40-74 Adams, Charles H.
68-76 Baggs, John T.
27-42 Bellande, Edward A.
42-76 Brozick, George W.
66-76 Coleman, John G.
60-76 Connelly, Robert J.
35-48 Fairchild, Kenneth C.
42-73 Feazel, Ernest A.
40-68 Grant, William H.
42-68 Hart, Eugene A.
46-76 Hass, Milton R.
70-76 Henderson, Edward P.
66-76 Hensarling, Jack F.
68-76 Krause, Bryan F.
68-76 Lagan, Robert E.
46-76 Lentz, Athol E.
68-76 Liparulo, Anthony
46-71 Mrencso, Theodore W.
67-76 Plattis, Michael L.

IN REMEMBRANCE

40-73 Pryor, Walter R.
45-65 Rayn, Walter E.
53-76 Snyder, William H.
66-76 Walner, Dennis M.
32-33 Waterman, Waldo O.

1977

29-46 Andrews, Henry G.
53-77 Baker, Edwin C.
49-74 Bone, Robert L.
40-67 Boyce, Edwin S.
56-77 Burke, Daniel M.
46-77 Carter, Sidney R.
66-77 Crockett, Ernest D.
39-73 Cushing, Leroy R.
64-77 Henderson, Donald E.
53-77 Houk, Marvin E.
65-77 Hubbell, Richard B.
45-77 Jones, James M.
65-77 Kent, Edwin M.
67-77 Maneilly, David P.
53-77 McG hee, John G.
36-47 Meinard, Kenneth R.
42-74 Morders, Raymond T.
29-54 Preeg, Felix F.
33-45 Redpath, Peter H.
40-77 Schrader, Horace S.
51-71 Schroeder, William H.
45-72 Smith, Watrus O.

1978

42-66 Betz, John A.
54-78 Bidgood, Wesley C.
65-78 Block, George W.
44-78 Butler, Wm. (Tex)
47-78 Darrow, Joseph C.
32-74 Doty, William
42-61 Gates, George "Sy"
29-29 Guglielmetti, John A.
41-63 Kinney, Clair R.
55-78 Leggett, Hubert T.
48-78 Lichtenberg, Alan S.
39-74 Lundin, Andrew P.
53-68 Mitchell, Browning H.
48-78 Mrensco, Ernest R.
52-78 Mullinix, John S.
65-78 Notson, Samuel E.
53-78 Robison, Hulet L.
68-78 Terry, John P.
53-75 Wnuk, Edward J.
45-72 Yuska, Victor A.

1979

31-62 Campbell, William M.
48-75 Chetwood, Harold W.
40-72 Converse, Lawrence F.

66-79 Daley, Robert F.
40-72 Dyer, Thomas W.
30-56 Eischeid, James O.
39-68 Gandy, Robert P.
45-79 Hull, Earle T.
42-78 Johnson, Charles "Co"
45-79 Keller, Robert O.
35-62 Medler, Daniel M.
42-71 Rimpau, Wallace T.
55-79 Rodgers, Kenneth A.
46-78 Sommers, Stanley O.
45-72 Stanton, Ira "Bud"
44-79 Suskiewich, Sigmund J.
47-79 Tuch, George F.

1980

47-79 Broderick, Herbert R.
56-80 Burton, James L.
42-74 Clark, Rupert .E
45-75 Copenhaver, Gayle C.
29-40 Coyle, Orlin W.
57-80 Fitzsimmons, Robert T.
45-79 Flathers, George W.
30-66 Golien, Waldon "Swede"
35-69 Grabill, W. Fletcher.
54-80 Gray, Charles R.
42-80 Guss, Robert G.
47-79 Hupe, Dale C.
57-80 Maddox, John W.
67-80 Meintzer, William C.
43-59 Rife, Vernon L.
39-72 Sargent, Frank G.
67-80 Thomson, William H.
42-72 Vance, Norton "Mick"
41-70 Voris, Franklin D.
65-80 Watkins, Jere E.
30-41 Wilkins, Ardell M.

1981

45-73 Bennett, Randall M.
28-63 Bowen, Melvin O.
45-72 Brandes, William C.
53-71 Bretch, Fred L.
44-69 Carpenter, Miller L.
44-71 Church, Charles O.
52-67 Edwards, Ralph D.
46-72 Elmiger, George A.
66-81 Fitzgerald, John F.
29-60 Fleet, Earl W.
29-60 Gallup, Hylas "Pat"
35-64 Hess, Harold G.
53-81 Hunter, Wilbert V.
38-71 Johnsen, George E.
35-70 Kruse, Roger H.
45-76 Malone, John H.
40-73 Morris, Russell L.

45-68 Moser, Frederick J.
40-51 Noftsinger, William
"Pop"
42-68 Smith, Donald J. "Snuffy"
68-81 Therrien, Richard F.
45-81 Timoshik, Frank
45-71 Williams, Howard C.
45-77 Williams, Melvin J.

1982

45-79 Agesen, Donald C.
53-82 Burbank, Elliot W.
64-82 Clark, Robert M.
41-73 Donaldson, William C.
42-72 Elliott, Virgil R.
40-66 Frazey, John L.
65-82 French, Russell W.
42-76 Graybill, Thomas R.
53-82 Hawkings, William R.
42-64 Hermann, Jack
54-81 Karn, Carl E.
38-74 Kassing, Melvin H.
47-79 Leduc, Donald W.
29-63 Moffitt, Theodore M.
64-80 Morgan, James S.
55-82 Morgan, Robert L.
64-76 Morgan, Rodger F.
40-71 Parent, Francis A.
64-82 Patterson, Robert F.
45-79 Phillips, John M.
56-80 Pickett, Daniel
47-72 Rice, Robert "Bud"
35-65 Roe, James H.
42-73 Schrack, Morgan
40-67 Shields, Robert E.
63-71 Smith, Wallace E.
56-82 Tulloch, Donald C.
39-71 Walker, James M.
51-77 Welker, Walter C.
42-81 West, Robert J.
54-82 Wiley, John N.
40-76 Zell, Parker R.

1983

55-75 Ash, William A.
35-65 Black, Louis "Russ"
45-83 Boxberger, Jerome D.
53-72 Clark, William B.
47-81 Daehlin, Joseph O.
37-71 Duncan, Adward D.
41-75 Finch, Harrison
35-64 George, John F.
45-78 Hastings, Richard
39-75 Hawes, Stephen G.
56-83 Jones, Charles L.
40-67 Kennedy, John J.

IN REMEMBRANCE

51-81 Kissick, Paul C.
56-79 Leibengood, William D.
29-64 Lewis, Evan L.
45-83 Lovell, John E.
55-83 Mallano, Leonard J.
40-69 McNaughton, Earl J.
56-83 Overmeir, Herman L.
39-69 Parkinson, A. Max
"Parky"
48-78 Raffaniell, Alexander
67-83 Reed, Francis A.
67083 Repak, Harry J.
55-83 Roberts, Raoul "Frank"
47-72 Snyder, Richard E.
58-79 Stevenson, William K.
43-45 Tiburzi, August R.
58-79 Timmons, Jimmie W.
55-83 Werner, Walter J.
53-80 Whisenhunt, Gene L.
53-83 Whitehead, James R.
47-73 Wright, John B.
47-79 Zajicek, Louis F.

1984

65-82 Beucher, Terence E.
40-69 Bras, Glenn E.
49-78 Brodecky, Albin A.
52-84 Demello, Manuel S.
47-84 Dubbs, Frank L.
47-84 Dunn, Bernard M.
53-61 Duvall, Arthur R.
39-71 Felt, George S.
43-?? Fitch, Russell J.
26-64 Flanagan, Lee
56-81 Flum, William H.
64-84 Hoffman, Aloysius J.
42-79 Jones, Paul J.
67-84 Kvidera, Michael L.
45-78 Lansdell, Grenville A.
43-81 Maguire, George H.
53-80 Mathews, Wallace C.
46-84 McGregor, Frank B.
38-70 Officer, James D.
53-82 Roach, Henry K.
35-67 Smith, Donald W.
53-83 Stoll, Donald R.
70-80 Updegraff, Billy P.
39-64 Vance, Aaron "Deacon"
53-?? Watkins, William N.
29-59 Weaver, Goodwin "Ted"
53-82 Whiting, George L.

1985

29-57 Abbott, Clifford V.
40-73 Brubaker, Harley L.
48-79 Buchanan, Dean C.

51-84 Dalbora, John B.
64-85 Grote, Gerald A.
35-65 Grow, Harlow B.
40-50 Harrington, John E.
48-72 House, Robert W.
45-78 Hunt, Joseph B.
39-67 Imeson, Joseph H.
35-56 Jacques, Stanley W.
53-83 Kuester, Kent E.
57-79 Lundstrom, Russell A.
68-85 MacDonald, George C.
51-83 McCallion, John
35-65 Miller, Wilton B.
45-69 Murray, Gates N.
47-79 Saenz, Nelson E.
45-73 Smith, Francis A.
47-82 Stahlberg, Paul J.
52-84 Stuhmer, Donald G.
42-69 Updike, Stuart F.
41-66 Vestal, Leon H.

1986

65-86 Anderson, Jerry G.
64-86 Blais, Richard A.
34-64 Boqua, Edward Z.
29-64 Campbell, Harry E.
47-84 DeSteuben, Edgar R.
45-79 Duffy, Thomas P.
40-72 Dunlop, Arthur V.
45-79 Durham, John C.
39-71 Heath, Alford D.
28-56 Holloway, H. H. "Dutch"
55-86 Hooper, Thomas A.
53-86 Hoskins, James R.
40-72 Hylton, Leonard I.
49-82 Johnson, Warren H.
55-85 Kaczynski, John E.
40-66 Kiefer, Orrin "Dixie"
43-71 Konitz, Harold A.
40-66 Kreysler, John D.
69-86 Long, Robert J.
40-71 Lundberg, Arnold C.
45-76 Marvin, Donald
40-60 Mollineau, C. "Pierre"
53-82 Nelson, Jesse V.
52-82 Osborne, James B.
43-71 Outhwaite, Mark W.
45-84 Perraud, Lewis "Al"
33-61 Peterson, Wendell F.
53-84 Porter, James S.
48-69 Proctor, Harry D.
53-85 Renfrew, Luther J.
48-70 Robaugh, John W.
64-86 Ruff, James R.
45-78 Ryan, Lyle T.
53-83 Schulte, Joseph G.

64-72 Seal, Adler B.
44-76 Sharpe, Earl S.
42-77 Sherwood, Harold W.
56-82 Siebenaler, Donovan A.
45-79 Vallee, James H.
40-71 Vance, Arthur "Babe"
42-72 Weisheit, Edward R.

1987

47-76 Alpers, Lowell R.
45-71 Billman, Louis E.
42-75 Dobberteen, John L.
51-82 Dollens, Kirtley B.
45-71 Doty, Mahlon J.
52-82 Dougherty, Paul "Doc"
42-78 Doyle, John R.
47-72 Durlin, Gordon H.
66-82 Griffin, John H.
40-75 Halperin, David
47-84 Helphingstine, Ralph
47-84 Hrstka, Virgil J.
40-71 Hulburd, John B.
44-72 James, Virgil C.
66-87 Jesse, Tamarh S.
38-71 Kalman, Irwin
42-66 Keele, Lyman W.
46-76 Kidd, Klayton H.
68-87 McNamara, John P.
48-59 Mielke, Kenneth W.
66-87 Overman, Robert E.
40-67 Perrin, William A.
52-85 Perry, Jack W.
38-73 Polizzi, James J.
70-87 Scott, Patrick R.
41-76 Shoemaker, William B.
38-71 Smith, Louis J.
66-87 Jesse, Tamarh S.
44-83 Trischler, Richard C.
45-74 Woodall, Charles C.

1988

42-79 Albertson, Robert S.
29-65 Bartles, Joe S.
54-76 Blase, Eugene P.
45-82 Clay, Alfia J.
35-70 Dunn, Raymond A.
56-88 Ghiorsi, Walter J.
38-47 Graham, James "Dee"
34-65 Heideman, Richard A.
56-87 Jackson, Mederith H.
56-85 Jones, Davie W.
45-76 Lindsly, Earl
42-80 McPherson, Joseph
66-83 Miller, Paul W.
27-46 Morehouse, Silas A.
38-74 Nelson, Arthur

IN REMEMBRANCE

45-78 Runkle, Billy B.
36-70 Saunders, William I.
56-74 Smearman, Daniel J.
33-61 Smiley, Walton H.
47-84 Stout, Walter B.
64-86 Thudium, John D.
40-46 Vaughan, Everett H.
56-86 Vovolka, John O.
44-71 Watts, Leroy J.
88-88 Zaeske, Todd A.

1989

66-89 Altman, Ronald M.
32-33 Ballard, Walter R.
46-76 Bartlett, Robert D.
45-82 Bennett, Julian B.
35-63 Blackburn, Harold F.
47-83 Blakemore, William H.
63-89 Boyter, Henry J.
29-48 Bryan, Otis F.
40-68 Buchanan, James D.
55-85 Burke, Joseph L.
42-80 Burnham, Jack E.
65-80 Conley, Richard L.
53-85 Conley, Thomas A.
40-68 Cowan, Maynard L.
65-87 Dando, Victor W.
56-85 Daubs, Jack G.
33-64 Dick, Russell J.
40-77 Eberts, Byron A.
43-77 Gracy, Salvatore J.
45-77 Grimes, Dudley G.
40-82 Hansen, Howard A.
66-83 Hood, John A.
??-?? Hosak, Edgar R.
40-71 Kachner, Harold J.
45-76 Kallina, Edmund F.
41-65 Knudsen, Wilbur M.
47-78 Lehto, Arnold A.
45-78 Little, Jesse W.
56-85 McCollum, Lloyd L.
66-83 Oliver, James T.
45-82 Olson, Vernon J.
53-88 Regan, Leo A.
51-84 Rider, Charles M.
45-58 Rigdon, Melvin
53-85 Ryan, William L.
44-80 Schaeffer, Norman E.
42-70 Stone, Burdick
41-71 Storck, Gale A.
42-67 Swayne, Howard M.
45-75 Thomson, Donald E.
40-72 Weaver, Ross C.
42-44 Ward, Thomas A.
47-81 Whitney, Clayton L.

1990

45-78 Adams, John O.
45-78 Adams, Julian R.
55-89 Anderson, Coleman W.
74-90 Atkins, Terry D.
48-75 Atkinson, Bateman
40-67 Berry, Elmer L.
29-31 Blaney, Kenneth
47-73 Buchholz, Walter F.
48-72 Carey, James E.
51-80 Carraher, Joseph F.
48-84 Cooper, Robert G.
53-84 Craw, Clifford C.
48-79 Daltow, Joe A.
44-56 Eggiman, Arthur J.
42-84 Evans, John R.
64-87 Gaines, Walter "Dan"
42-70 Garrett, Ruby D.
52-63 Glover, Bernard L.
38-67 Gorman, Elmer G.
27-45 Goss, Lewis W.
65-90 Hagen, Robert A.
53-85 Hutchins, Thomas
45-84 Huttenberg, Allen J.
47-82 Johnson, William H.
42-69 Jones, Frank L.
45-78 Kiefer, John A.
53-83 King, Donald E.
66-90 Leno, Raymond R.
52-89 Lokey, Charles M.
53-86 Longwish, Robert D.
65-90 Mansfield, John W.
47-70 McCaul, Frank L.
45-79 McKenzie, Donald E.
45-73 McMills, Charles R.
51-83 Mehrman, John M.
53-87 Minesci, John
53-78 Naveaux, Clifford B.
55-84 Norris, Richard S.
42-76 Powk, John E.
47-83 Rapattoni, James P.
67-90 Reitz, Edward R.
45-81 Rhodes, John F.
45-75 Smith, Orville B.
46-82 Strickland, Edgar L.
45-85 Thompson, Paul
51-81 Troup, Quincy A.
44-71 Walker, Jake C.
38-66 Welch, Lawrence K.
42-68 Wells, Edward L.
49-78 Westfall, Kennedy G.
45-74 Williams, Billy N.
43-59 Williams, Hubert F.
45-69 Wooley, Charles B.
45-75 Yokel, Ralph F.

1991

55-89 Bettinger, Claude M.
48-81 Boland, Edward R.
44-45 Bohsen, Victor P.
63-87 Burke, John J.
42-74 Conner, Jack B.
89-91 Czeskleba, Thomas C.
46-65 Edwards, Floyd D.
46-68 Frank, Joseph J.
55-87 Glazier, Francis M.
40-81 Gwin, Robert H.
39-71 Hawkins, Walter M.
36-65 Heath, Delbert W.
53-84 Hefflinger George W.
40-76 Hendrix, James M.
67-85 Heywood, Richard J.
47-82 Holmes, James L.
64-81 Jensen, Wesley E.
42-72 Kirkpatrick, Melvin E.
35-64 Klotz, Alexis A.
42-72 Kohman, Gordon A.
36-67 Kuhn, David B.
33-67 Larson, Robert M.
42-83 Lattimore, John
53-83 Lewis, Carleton L.
58-89 Linzay, Robert E.
36-65 Magden, John L.
68-91 Manelski, Lee F.
56-86 Michel, Robert W.
42-72 Middlekauf, Robert H.
42-72 Moughler, Virgil L.
65-90 Norton, James E.
45-77 Obertino, James A.
47-81 Ownby, Roy K.
37-69 Rae, Roger D.
51-82 Ramey, Harold E.
42-77 Ressegger, William J.
56-90 Schroeder, Wilbur "Red"
45-75 Smith, Criswell C.
55-84 Smitke, Matthew R.
45-75 Stahl, Adrian "Tony"
39-70 Strachan, Seth S.
66-85 Vondohren, Dave O.
53-84 Wells, Fred W.
53-82 Williams, Aubrey P.
65-89 Woods, William J.

1992

45-81 Alexander, James L.
53-84 Bliss, Lewis L.
47-83 Bramscher, Kenneth A.
40-69 Brick, Albert A.
39-69 Cooper, Bertrand M.
40-77 Cummings, Robert H.

IN REMEMBRANCE

64-89 Cushing, Paul R.
42-80 Eaton, Edward E.
64-92 Edgar, Ronald N.
42-68 Edwards, Eddie A.
47-67 Edwards, Marc W.
42-78 Everhart, Thomas G.
55-80 Faber, Frederick C.
45-72 Fisher, Jacob
45-82 Flournoy, Richard C.
64-88 Ford, Richard A.
51-74 Gilbertson, John J.
45-70 Glaeser, Ernest H.
52-83 Graver, John T.
45-82 Hancock, Robert E.
42-79 Hanson, Willard M.
33-66 Harlin, John E.
58-87 Hudgins, Donald W.
64-92 Hutchinson, Charles R.
45-81 Jekel, Harold "Lee"
42-75 Johnston, Alva L.
65-92 Lane, Daniel N.
57-87 Mackey, Joseph T.
40-71 McCarty, Paul T.
42-80 McCombs, Joseph S.
90-?? Meadows, Robert J.
52-82 Mitchell, John E.
45-81 Morris, Meade "Max"
47-82 Murray, John R.
54-80 Page, Roy D.
44-72 Painter, Myron R.
42-78 Petry, Loren V.
48-78 Pierce, Hugh O.
36-70 Piper, William F.
48-83 Pugh, Robert F.
64-86 Renfro, Thorne C.
68-92 Rezek, William V.
59-86 Robey, Douglas E.
53-84 Seiwert, Herbert C.
40-72 Selby, David C.
45-71 Shade, Carl H.
68-92 Shields, Byron F.
45-78 St Lawrence, Mitchell
52-80 Stapler, John B.
42-72 Stewart, Cyrus E.
51-86 Stitt, Donald K.
67-92 Twitt, William H.
64-92 Webb, Robert E.
53-82 Williams, John G.

1993

42-75 Akin, Harold W.
47-77 Audette, Robert J.
64-91 Baker, Roger D.
42-76 Barrett, William G.
44-75 Beucher, Charles L.
36-67 Billings, Edwin O.

45-81 Bissonette, Riley F.
47-80 Bonn, Francis W.
46-79 Brubaker, Robert E.
42-79 Buehler, Wilbert F.
67-93 Burke, William J.
42-74 Connick, Charles "Spud"
58-86 Delano, Robert L.
47-81 Dill, Charles S.
39-89 Dunlop, William C.
51-76 Ewing, Daniel F.
66-85 Fordon, Jerome R.
47-77 Frey, William R.
44-80 Hempel, Richard L.
45-78 Jones, Cecil L.
41-79 Kline, Willis E.
53-82 Larson, Robert W.
43-79 Lore, Eugene
42-81 Ludwig, Richard E.
44-79 McConaghy, Burton L.
53-76 Moeller, William A.
60-90 Nickerson, Robert M.
45-76 Nunn, John E.
34-66 Olson, Lloyd W.
41-74 Orr, H. Dayton
35-65 Overman, Robert E.
51-74 Phelps, Leroy L.
45-76 Prather, Vernon L.
40-70 Pusey, Ralph L.
69-92 Quinn, William J.
39-69 Schnaubelt, John I.
68-85 Smart, Loran L.
48-81 Smith, Roland O.
42-76 Smith, Leroy N.
46-79 Spencer, Lyle A.
51-83 Thompson, Lewis W.
47-81 Twohy, William H.
53-84 Volin, Robert J.
67-93 Wagner, Robert J.
42-75 Wright, Harold L.

1994

42-75 Archer, John B.
45-73 Bassford, Stephen A.
53-88 Blesch, William F.
45-80 Burrell, William E.
89-94 Bury, Carl D.
66-91 Carlson, Bill L.
66-92 Coleman, Grant O.
45-82 England, George W.
37-74 Evans, John L.
51-76 Friday, Charles R.
45-72 Fritts, Amos E.
45-76 Gay, George H.
42-75 Granger, Stanley
53-73 Gulick, Armand W.
64-91 Heald, William K.

56-73 Henderson, Gerald O.
55-85 Herendeen, Bob D.
42-67 Herman, William R.
52-77 Hodges, Marvin L.
49-85 Hollar, Phil S.
45-77 Hood, Braymer C.
39-74 Howell, Gail A.
53-84 Jackson, George E.
90-94 Johnson, Rickard L.
47-81 Koltvet, Bernard
48-71 Kulp, Clarence E.
42-74 Kutner, Morton
53-83 Lehrer, David G.
39-66 Lloyd, Bernard M.
40-72 Lyon, Ivan D.
40-65 Malvick, Warren G.
40-78 Maris., John M.
35-66 McFerren, Phares
55-86 Milford, Robert F.
53-85 Motil, John
67-94 Oswald, James R.
47-81 Phillips, Arthur B.
40-72 Philpott, James A.
42-72 Quinlivan, Donald J.
44-74 Schemel, Gerhard M.
55-86 Sonnemann, William R.
40-72 Specht, Leonard J.
47-80 Stites, Jack E.
33-73 Sumerwell, Frederick R.
48-72 Thomas, David W.
45-79 Vail, Ernest D.
62-93 Venable, Charles O.
64-88 Waltz, Paul R.
35-65 Wells, Ray G.
51-75 Ziman, Steve A.

1995

64-92 Barnes, Richard M.
45-80 Bickett, Kenneth R.
53-83 Brandt, Lowell D.
47-65 Branson, Richard R.
46-87 Bushey, William J.
59-90 Carlson, Kenneth S.
54-70 Carr, John P
51-85 Carl, Joseph W.
53-83 Cherry, Robert J.
51-77 Cook, Carlas
66-92 Cook, Kenneth W.
45-80 Cook, Louis G.
43-84 Davis, Ray W.
48-80 Davis, William R.
67-95 Fraenckel, Alan B.
67-95 Gattis, Bobbie L.
40-?? Gilson, Herbert E.
43-77 Gurney, Karol J.
29-62 Hall, Howard E.

IN REMEMBRANCE

67-91 Hayes, John R.
 53-83 Hildebrand, John C.
 53-78 Hill, Claude E.
 52-84 Horn, Clarence R.
 45-76 Huntsinger, Richard A.
 46-76 Johnson, Weldon S.
 42-79 Jury, Elmer F.
 53-85 Kaltenbach, William A.
 51-92 Kiburis, Alfred A.
 64-87 Kruger, Robert H.
 40-68 Lambert, Gordon W.
 56-85 Lavelle, Wayne F.
 63-92 Lincoln, Edward F.
 45-83 Long, George W.
 66-95 Lunceford, Disque D.
 67-90 Mandigo, James A.
 44-74 Manning, Robert F.
 89-90 Maxwell, James A.
 68-95 McCormick, John M.
 67-83 Miller, Roland R.
 52-80 Miller, Joseph C.
 44-74 Montgomery, John M.
 36-66 Neumann, Harold E.
 46-78 Perrotta, Michael W.
 45-81 Reed, Victor
 65-84 Richards, Donald C.
 52-86 Rollison, James R.
 45-75 Sessi, Arthur R.
 49-85 Solomon, Phillip
 45-75 Spence, Seborn J.
 45-76 Straw, Eugene W.
 45-78 Street, William J.
 55-88 Taylor, Golden "Jay"
 45-85 Thompson, Van H.
 51-84 Thoralsen, Alden J.
 42-77 Townsend, Willis B.
 45-77 Van Etten, Roy W.
 48-81 Van Ausdell, Robert C.
 60-92 Willard, Gordon G.
 66-95 Williams, Robert E.
 45-78 Woods, Carroll "Cd"
 38-78 Zimmerman, William A.

1996

56-78 Arbon, Edwin R
 44-75 Barnard, John W.
 56-87 Baxter, Ferrell L.
 47-82 Beighlie, "Richey"
 46-80 Bixby, Rex V.
 64-86 Boege, William R.
 40-76 Borges, John N.
 58-91 Bradin, Richard E.
 65-91 Brown, Stanford L.
 35-64 Busch, Frank E.
 56-89 Caba, James R.
 66-96 Campbell, Richard G.

45-80 Cavanaugh, Edward L.
 40-82 Chianese, Herbert A.
 65-96 Chituk, Jon
 54-87 Clarke, Robert C.
 48-73 Corey, Stanley B.
 66-96 Croft, Bert C.
 40-62 Davenport, "Jack" C.
 42-77 Davis, Charles E.
 44-77 Drew, George E.
 67-96 Ekleberry, William D.
 90-96 Eshleman, Douglas A.
 55-90 Fiser, Jesse A.
 53-74 Forrest, Robert V.
 65-96 Gough, Donald E.
 52-91 Greco, Michael R.
 53-84 Guzik, Roman G.
 47-84 Hall, Ernest V.
 45-76 Hansen, Raymond A.
 53-82 Harkins, William J.
 42-78 Henline, Henry H.
 42-83 Higgins, William G.
 64-92 Jennings, Gordon A.
 58-84 Jewett, James B.
 44-78 Justman, Louis
 41-71 Kadoch, Robert A.
 65-96 Kevorkian, Ralph G.
 54-80 Kieper, Robert H.
 53-80 Kobylack, John A.
 96-96 Krick, Oliver
 56-83 Lakin, John B.
 42-78 Landes, Jack
 88-91 Leming, William K.
 42-78 Leonardo, Joseph
 45-80 Lewelling, Alfred .B
 45-76 Mangus, James E.
 55-72 McDonald, Joseph R.
 45-86 McGreevy, Wallace F.
 65-96 Miller, Gid
 44-76 Minske, Donald H.
 44-76 Montgomery, Robert T.
 53-82 Moore, Cyril J.
 64-91 Morrisey, James F.
 53-79 Opel, Frederick N.
 51-81 Parker, Blakeslee B.
 65-90 Parsons, Gary L.
 42-62 Pennock, Edward G.
 44-76 Phippen, Melvin C.
 43-48 Ramsey, Eugene S.
 67-96 Rapp, Michael W.
 63-96 Reichardt, Ronald G.
 65-92 Reinwald, Neal O.
 56-81 Richardson, Wayne W.
 53-82 Risting, Melvin D.
 51-84 Schaefer, Richard P.
 42-76 Scribner, Maxwell M.
 53-78 Smith, Leo M.

64-96 Snyder, Steven E.
 59-78 Sollmann, Robert E.
 43-79 Stott, John W.
 53-84 Stuart, Donald C.
 53-87 Testrake, John L.
 29-44 Tomlinson, Daniel W.
 35-70 Trimble, William L.
 79-96 Verhaeghe, Rick L.
 63-91 Weber, Phillip M.

1997

45-68 Artz, Ernest H.
 51-83 Ball, Stuart E.
 32-73 Beaton, Andrew O.
 40-74 Beck, Richard H.
 45-78 Berlette, Leland G.
 64-90 Bernal, Daniel A.
 40-65 Bracken, Paul
 66-79 Brush, Edward B.
 39-72 Carper, Norwood G.
 41-74 Chapman, Ivan M.
 51-81 Chrisman, Edmund W .
 56-78 Close, Roy G.
 40-76 Colburn, Richard R.
 65-91 Collins, John
 53-86 Corbett, James E.
 67-97 Crobarger, John C.
 45-78 Deitchman, William C.
 46-75 Dietrich, Harrison S.
 45-74 Dyer, J. W. "Chick"
 56-76 Gallup, Roger H.
 53-77 Gardner, Mervin E.
 66-97 Glover, Bobby W.
 42-69 Graham, John L.
 39-74 Hagins, John C.
 45-74 Hendricks, Earle L.
 53-83 Hoveland, Willard G.
 52-82 Huss, Thomas
 46-57 Jarvis, William R.
 67-92 Joos, Walter C.
 42-71 Kidd, Kenneth M.
 46-85 Lusk, Alvin M.
 39-71 Mackrille, Alfred E.
 53-83 McClure, Robert L.
 55-90 McGinnis, Charles W.
 69-92 McSherry, Douglas K.
 40-76 Metro, Frank A.
 67-89 Moir, Douglas S.
 40-77 Mueller, Robert B.
 64-81 Noah, Kendall L.
 64-87 Ottmann, James K.
 36-65 Pastorius, Fred R.
 45-77 Payne, Paul H.
 43-68 Pettigrew, Bruce C.
 42-76 Rea, William
 49-74 Reynolds, Ivan G.

IN REMEMBRANCE

44-72 Roddy, Casimir A.
56-91 Schnebelt, Eugene L.
51-84 Schriber, Raymond J.
56-92 Seward, John A.
67-97 Shade, Philip D.
42-75 Spain, David S.
42-80 Strickler, Charles D.
54-83 Thune, Robert
67-90 Watkins, Richard C.
85-97 Watson, Mark D.
41-78 Wirth, Howard
41-73 Wolf, Everett C.
48-73 Wood, John E.

1998

46-78 Allin, Dean L.
42-74 Allman, Robert O.
56-90 Anderson, Carl A.
52-73 Bracy, Robert M.
42-73 Brandt, Jay E.
53-83 Bruce, Stanley J.
66-92 Bullock, Michael E.
46-77 Bushy, Sellwood C.
40-71 Carr, Joseph P.
55-88 Coote, John W.
53-83 Coughran, James E.
51-76 Crickman, William B.
68-98 Cundiff, Olin B.
57-86 Dorwart, William
38-69 Duvall, George C.
60-92 Eckols, James A.
64-86 Eddleman, Gilbert H.
40-55 Ericson, Orville L.
42-77 Firebaugh, Robert C.
40-71 Flanagan, William M.
40-83 Gehlert, John C.
52-86 Geisert, Leroy J.
44-74 Hanson, Omar L.
65-97 Herrman, Robert J.
45-79 Hoffman, James E.
60-81 Jones, Ralph M.
64-87 Joseph, Howard R.
49-85 Kappler, Bernard J.
45-74 Kistler, Orian J.
53-59 Lamer, Donald O.
40-69 Leland, S. Tudor
53-85 Locke, Lyle N.
45-78 Lundstrom, Lars B.
66-92 McConaghy, Rex B.
45-76 McMahan, Edward J.
42-78 Miller, John W.
52-83 Miller, George H.
41-72 Miller, William
56-80 Morgan, Gilbert E.
40-73 Morris, Cecil T.
49-76 Mueller, James R.

32-72 Munger, Lester D.
36-74 Newman, Glenn E.
55-83 Nolen, Cyril L.
65-91 Norton, Richard D.
43-82 Obrien, Harry S.
40-71 Picotte, Robert W.
40-70 Pinel, Rene C.
35-64 Proctor, Robert
52-85 Rager, Terrence R.
42-72 Richardella, Raymond A.
29-62 Richardson, Fred G.
45-71 Ripple, Elton A.
68-91 Roach, Ronald G.
51-85 Ross, Carl M.
45-74 Ruff, Elmus L.
68-98 Schull, James B.
52-87 Schultz, Philip S.
48-86 Sorensen, Norman L.
35-60 Springer, Charles R.
52-83 Stamp, Harry L.
68-84 Stout, Stephen P.
46-81 Turner, William V.
42-77 Twyford, George T.
53-84 Whitford, Paul H.
59-89 Williams, Clarence T.

1999

42-70 Benner, John W.
56-89 Bickett, Joseph L.
45-72 Brown, George J.
42-80 Brown, Joseph A.
55-88 Cain, Richard B.
49-81 Capin, Guy E.
47-81 Clark, John L..
45-81 Conaway, Roy W.
56-90 Connell, James B.
44-79 Cooper, William S.
65-98 Costello, Thomas J.
51-77 Crimmins, Thomas L.
55-89 Curtis, Carlyle K.
48-77 Davis, Curtis J.
43-75 Defabry, Arthur G.
56-78 Delta, Daniel L.
64-86 Duft, William M.
54-83 Faulds, Richard W.
43-72 Gallatin, Harry C.
40-82 Goldthorpe, Roger
45-85 Greer, William H.
88-99 Grimard, Geoffrey T.
65-99 Hargis, Marsh W.
51-79 Hastings, Harold T.
44-82 Heinrich, Harry E.
58-81 Housewright, Sylvester
35-75 Hubbard, Lloyd E.
64-86 Immel, Walter J.
53-79 Koch, David H.

64-99 Lake, Bryan A.
53-83 Laurin, Lester H.
51-89 Laursen, Vernon L.
44-82 Lydic, John M.
56-83 Marble, Avery
56-84 Mesedahl, Melvin A.
48-82 Minshall, William P.
65-95 Mooney, Ronald F.
42-83 Moonly, John L.
40-71 Moorhead, Leigh S.
53-83 Myers, Russell P.
45-77 Nelson, Richard T.
47-79 Nichols, Horace E.
36-70 Noland, Ray A.
41-70 Ottewill, Herbert A.
43-75 Ramsey, Neuman E.
64-99 Riani, Gerald J.
64-99 Ridgway, Kenneth W.
52-81 Roquemore, Donald V.
45-76 Rupert, Billy L.
59-92 Schmidt, Donald R.
42-73 Shoalts, Allen D.
47-77 Smith, Charles H.
51-82 Stettler, Anthony E.
40-74 Stuessi, Beverly K.
42-72 Tarbox, William H.
52-86 Thomas, Lawrence W.
65-98 Thomas, Thomas
43-51 Towner, William H.
64-99 Tracy, Leonard J.
53-83 Vance, James R.
96-99 Wagner, Charles W.
42-82 Ward, Harry H.
45-82 Waterman, Irving H.
42-73 Wheeler, James W.
69-99 Wherley, Richard E.
47-82 Widholm, Robert W.
65-97 York, Wayne H.

2000

52-84 Altemus, Robert C.
47-83 Ammann, Donald W.
66-98 Anderson, Gary A.
42-80 Anderson, Richard F.
66-90 Arbogast, Jerry T.
54-83 Barker, Arthur E.
64-87 Belgum, Arnold L.
65-90 Booth, James A.
69-79 Bradley, Steven W.
52-84 Carr, Robert B.
45-84 Carroll, Thomas H
73-00 Chambers, Charlie
45-79 Cole, Robert P
65-92 Coleman, George F
45-78 Conway, Malcolm J
48-86 Conway, Richard E

IN REMEMBRANCE

64-96 Cosgrove, Lawrence
65-92 Cullen, William P
55-71 Dack, Franklin D
39-70 Day, Robert
42-76 Doherty, Kenneth A
45-00 Earley, Robert J
54-83 Edmonds, Milford
67-00 Fox, Franklin J
51-83 Froelich, James M
40-72 Gerow, Eugene
45-74 Hackley, Bert W
45-83 Hammitt, Clare B
52-84 Harter, Ralph D
53-83 Helm, Ralph M
40-77 Hincks, Lyle R
45-83 Host, John L
48-72 Hulme, Ernest
53-83 Hunzeker, Harold R
52-87 Jacobs, West C
47-84 Jones, Elmo D
51-82 Jones, Eugene W
45-77 Kondak, Edward S
42-80 Lowell, Vernon W
69-00 McPartlin, Frederick S
53-85 Milam, William T
56-86 Moorman, William L
51-86 Olson, Russell E
39-71 Pretsch, Ernest
55-88 Ralston, Ronald C
46-78 Rankin, John W
65-92 Rawding, Bruce J
51-86 Sanford, Charles R
61-88 Scherer, Edward D
53-85 Seaborg, George A
55-87 Smith, Adrian R
45-79 Smith, Albert E
67-92 Smith, Dennis W
54-88 Smith, James D
45-77 Stambook, Richard E.
58-86 Sullivan, Dan F.
64-96 Sullivan, Thomas E.
40-72 Thomson, John E.
44-81 Todd, Carlton W.
44-86 Tuttle, Charles
44-80 Wielt, Bud E.
42-83 Wilson Joseph L.
52-86 Yates, Keith E.

2001

45-74 Anderson, John H.
40-76 Asire, Jack B.
39-70 Babson, Robert G.
45-80 Betts, Edward G.
53-82 Brooks, Darwin G.
53-83 Brown, William
56-84 Cooper, David L.

48-89 Dawson, Richard M.
68-81 Dengler, Dieter
65-98 Falluco, Salvatore J.
52-85 Frawley, Joseph P.
53-74 Gastrich, Henry E.
53-84 Gilgin, Francis J.
67-91 Goff, Ewing P.
62-86 Hancock, Henry L.
65-85 Handley, Charles W.
42-82 Harris, Joseph J.
42-80 Heckman, Ronald A.
53-82 Heigle, Raymond F.
46-73 Hellar, Richard C.
53-89 Hibbeler, George A.
53-92 Higgins, Marshall
47-82 Holden, Verl M.
64-92 Homer, Albert C.
51-82 Hough, John J.
45-85 Humbles, Alfred T.
45-85 Johnson, Harry W.
35-76 Judd, William F.
40-79 Karlson, Marvin H.
55-86 Kenny, Richard J.
40-68 Kieffer, John J.
65-95 Koch, Manfred P.
35-67 Kratovil, Charles J.
67-99 Laux, Jerome J.
48-75 Mansolillo, Louis
42-80 Marks, Kenneth F.
67-94 Matthews, Willard P.
53-87 McIntyre, James A.
53-75 Moffett, Meredith J.
40-75 Morrison, John R.
42-74 Niven, John W.
55-86 Paulson, George N.
47-76 Penfield, Roderic K.
64-92 Petlak, Nestor
55-71 Poppert, Eddie L.
64-91 Rast, Jacob P.
47-70 Rathert, Paul F.
65-91 Reid, James R.
48-80 Robertson, Bruce R.
42-83 Robertson, Jack N.
44-76 Robertson, John D.
53-83 Ryan, George F.
42-75 Schmidt, Arthur R.
66-91 Schoonover, Russell
42-81 Shank, George E.
55-86 Sherard, James R.
45-73 Smith, David O.
68-96 Smith, Roland F.
54-92 Stright, Tracy M.
52-81 Sullivan, Gordon T.
48-74 Therwhanger, John N.
42-80 Toop, George C.
56-80 Trepas, Stanley R.

40-77 Tunder, Joseph R.
40-74 Urbas, Adolph M.
40-69 Valentine, Floyd
45-80 Webb, Joe M.
45-81 Weber, Robert G.
53-81 Weyrich, Jack G.
53-82 Whitcomb, James W.
45-78 Widmayer, Theophiel H
45-78 Willis, Harry H.
48-86 Wischhusen, John R.
01-01 Wolfe, William W.

2002

53-83 Bauman, William L
56-86 Berry, Charles A.
45-78 Bradford, Gerard
47-80 Brome, Denton E.
45-80 Budris, Stanley J.
53-76 Beck, Thomas E.
47-83 Clark, Jack E.
44-79 Crede, Joseph T.
47-83 Dahl, Jack F.
53-81 Davies, David M.
67-94 Dorsey, James E.
64-89 Fausett, Norman L.
45-77 Gardyan, Edward
45-78 Gowling, Robert M.
47-84 Grandsaert, Alphonse
44-76 Hall, Edward A.
66-98 Henderson, Brian W.
30-69 Hereford, Edgar T.
66-95 Higgins, James T.
46-82 Hines, Charles E.
44-76 Ives, Lloyd M.
66-92 Jackson, Ronald H.
64-90 Jamieson, Jamie
57-75 Jenkins, Burris
46-83 Kostyk, Michael
52-81 Mankin, Jack C.
45-79 Mariani, Samuel H.
41-70 McReynolds, Robert A.
49-88 Meyer, Elmer W.
69-86 Muller, Robert P.
45-88 Nealis, Donald L.
54-83 Nichols, William
45-77 Parker, Richard A.
46-86 Pytel, Stanley
54-88 Ralston, Donald J.
46-87 Rice, Charles C.
65-99 Robinson, R. Ray
52-82 Scahill, James P.
57-87 Schneider, Joe N.
48-81 Schreffler, Perry A.
53-88 Shotwell, James H.
42-79 Simpkins, Roy L.

IN REMEMBRANCE

46-82 Sinderson, James E.
64-99 Smiley, Jim D.
46-78 Smith, Frank C.
47-82 Smith, Franklin L.
55-80 Sonne, Ernest H.
42-74 Sperry, Glenn H.
65-94 Stedman, Robert W.
49-84 Stewart, William D.
55-84 Wallace, Donald E.
44-74 Wetherbee, Max
57-83 Wittle, Elwood I.
42-80 Wolf, Laurence
40-77 Wollenberg, Albert W.
47-81 Young, Donald F.
42-81 Youngblood, Wm. M.

2003

67-79 Andreoni, Orlando
66-93 Ashwood, Thomas M.
39-70 Austin, Fred L.
53-86 Ayers, John A.
46-83 Borghese, Gus
53-86 Bossard, Clifton A.
65-91 Bostrom Jr., Frank P.
65-91 Brattlof, Merrill H.
42-77 Breen, Edward H.
47-82 Brickner, Robert H.
65-92 Brindley, Michael W.
69-91 Buerckholtz, Edw. A.
59-90 Carpenter, John W.
55-86 Casterlin, George R.
45-79 Chandler, Albert A.
29-33 Charles, Ralph
64-90 Cutler, Keith A.
63-86 Dawe, Thomas L.
64-99 Dawkins Jr., William L.
56-88 Denney, Edison L.
45-78 Derickson, Russell G.
53-83 Donahue, Donald M.
66-89 Dorrell, Donald E.
48-77 Elder, John A.
68-02 Eversman, Donald R.
44-77 Exum, E. E.
51-73 Ferguson, John
63-00 Floeter, Joseph R.
45-77 Fowler, Raymond B.
42-82 Girard, Lawrence A.
45-82 Grinter, Donald E.
45-78 Grisamer, William H.
53-83 Ham, Jr., Meredith
44-76 Hammonds, James W.
47-85 Hargis, Gordon W.
45-84 Hinton, George A.
45-78 Hogan, Curg H.
49-91 Holzthum, Karl
45-73 Hoyt, Harry G.

51-84 Hunt, Bryce B.
52-82 Jaynes, Harold
45-81 Johnson, Carl W.
59-82 Johnson, Edwin
48-75 Jonasson, Ernest G.
46-85 Kagiliery, James Z.
52-84 Kane, Robert C.
45-79 Kenley, David C.
30-72 Korf, Earl
45-74 Koughran, John P.
45-81 Lachenmaier, Robt. W.
64-97 Langley, James N.
65-91 Lieding, Harold E.
66-93 McWhorter, Jeffrey T.
51-89 Moore, James D.
66-96 Murchland, Gayle J.
44-78 Murphy, Arthur J.
51-80 Newton, Jerry L.
72-02 Paquet, Dale G.
54-90 Reese, William
48-80 Reithner, Robert M.
59-85 Robey, Steven C.
45-75 Roeder, Gilbert M.
41-75 Rouge, John
65-90 Saunders, Peter J.
56-90 Savicz, Joseph G.
56-88 Schulte, John B.
42-70 Schulz, Homer B.
54-86 Sebolt, Charles E.
56-73 Sharpe, William L.
40-70 Soule, John H.
66-98 Stephan, Charles F.
64-89 Stevens, Clifford H.
62-91 Sullivan, Michael D.
56-85 Thompson, Charles W.
56-86 Vorgias, Phillip
43-75 Weibel, Eugene A.
51-87 Wendel, Robert J.
45-75 Woodruff, Jasper W.
53-82 Wulfers, Albert N.
42-75 Young, Benjamin L.

2004

40-71 Ainsworth, Woodrow L.
42-72 Arbuthnot, George N.
52-82 Bastianelli, John M.
44-80 Bitar, Joseph R.
55-86 Boden, Eugene R.
42-74 Carlson, John A.
36-78 Carneal, Walter E.
55-85 Cochran, James L.
48-73 Creswell, Joseph A.
65-04 Dahl, James A.
51-77 Dowd, Robert E.
65-93 Doyle, Cyril W.
44-80 Eads, James R.

57-84 Fitch, Thomas
67-97 Gawrilow, George
45-78 Gerling, Robert J.
49-84 Gosen, Raymond
45-81 Gough, Robert W.
48-81 Green, Clarence E.
66-99 Hall, Clarence
55-86 Hamilton, Jess G.
46-72 Hanson, Osborne H.
47-83 Hemstead, Robert
45-78 Hippe, Kenneth G.
40-85 Hoesel, Charles R.
44-79 Holland, Tommie L.
67-92 Jacobson, Donald
45-82 Johnson, William C.
40-74 Kampsen, Urban J.
55-91 Krasow, Edward
45-83 Lamprell, James A.
39-76 Lawson, Charles F.
64-87 Lee, Otis G.
56-90 Livingston, Justin W.
45-79 Lock, Ronald G.
46-80 Luckey, Samuel M.
41-76 Lytle, Neal A.
42-76 Mabrey, Robert E.
42-74 Manning, Melvin J.
56-89 Mateychak, John
44-80 McMillon, Charles P.
48-86 Meagher, James F.
53-85 Metcalf, Cony B.
52-85 Myers, Bernard J.
51-84 Nielsen, Richard V.
64-98 O'Day, Lawrence
51-82 Parsley, George R.
65-92 Phillips, Glen R.
35-48 Poquette, Theodore S.
45-80 Quinn, John J.
41-88 Rawlings, Bernard W.
48-87 Rideout, John D.
51-87 Roszyk, Francis X.
68-91 Routh, Robert W.
40-68 Schildberg, Cecil W.
56-88 Smith, Ermon W.
51-85 Teasdale, Kenneth R.
68-97 Theriot Jr., Simon
66-92 Thompson, Charles E.
68-97 Tilton, Allan P.
56-83 Vincent, Galen S.
54-85 Walsh, James F.
55-89 Zesiger, William J.

2005

44-78 Anderson, Thomas W.
45-75 Applegate, Lawrence H.
53-88 Baker, Jack L.
43-86 Beede, John L.

IN REMEMBRANCE

- 67-00 Bergeron, Alan A.
 66-90 Blochowicz, Roland A.
 68-03 Borberg, Robert M.
 45-82 Boyd, Benjamin M.
 48-75 Bradley, Norman T.
 66-98 Brenan, Michael H.
 42-72 Brister, Roy E.
 54-78 Cameron, Donald J.
 58-91 Christiansen, Robert -.
 61-79 Christofferson, Melvin C.
 56-86 Crawford, Wilbur D.
 56-84 Crawford, William F.
 46-73 Crow, Lofton D.
 66-89 Cusic, Homer S.
 47-81 Dickey, William E.
 40-41 Dioguardi, Orestes J.
 51-87 Dolan, Eugene J.
 67-92 Eilertsen, Peter K.
 40-78 Falkner, George E.
 52-84 Flaherty, Lloyd W.
 67-87 Floyd, Jerry H.
 42-84 Frier, James A.
 56-85 Garrett, Bobby H.
 69-03 Garrett, Lawrence N.
 47-92 Girard, Claude .
 64-91 Gross, Robert W.
 66-90 Harkins, William F.
 45-80 Harpster, John W.
 37-76 Horstman, Marvin M.
 40-70 Jenkins, Francis E
 42-76 Johnson, Darrel V
 42-79 Johnson, Frank G.
 60-92 Johnson, Scott O.
 47-83 Jones, Frank H.
 39-70 Knudsen, Alvin R.
 56-91 Kropp, Robert E.
 45-79 Krumbach, Otto A.
 44-75 Kuhlman, Douglas E.
 53-83 Kuhlmann, Henrick
 39-70 Laakso, Edward O.
 56-86 Lawson, Robert W.
 47-80 Leach, Joel A.
 53-86 Lengel, Roger I.
 41-72 Leypoldt, Miles K.
 65-92 Malasky, Chester W.
 99-05 Mandel, Andrew A.
 48-80 Matheny, Volney D.
 53-83 Matney, Robert E.
 42-75 McMinn, William D.
 65-90 McWilliams, John A.
 47-77 Mehalick, John V.
 42-80 Miller, Dean W.
 56-88 Myers, Edwin D.
 44-76 Neja, Theodore J.
 41-72 Norris, Robert E.
 51-82 North, Lorren R.
- 53-82 Paxton, James E.
 55-89 Pew, Dale D.
 46-82 Philpot, James A.
 40-75 Plumridge, Reginald A.
 51-78 Porter, George E.
 56-90 Reen, John J.
 47-81 Riche, James C.
 53-82 Rowe, Edmund -.
 46-73 Ruege, Franklin R.
 45-81 Salmonson, Roger N.
 74-05 Simmons, David M.
 44-74 Simons, Edward N.
 67-90 Stevens, Larry M.
 56-87 Talleur, William R.
 80-05 Terp, James A.
 47-85 Tiffany, Wendell E.
 48-82 Tolf, Edward M.
 42-77 Wagner, Rex D.
 39-76 Walker, George B.
 53-85 Wallace, William F.
 45-81 Weiss, John B.
 48-78 Welch, Thomas H.
 53-86 Wilkinson, Thomas G.
 42-77 Williams, Roger H.
 39-75 Wittke, Robert A.
 60-87 Woods, Joseph J.
 65-98 Youschak, William J.
- 2006**
 51-88 Andia, Frank R
 67-05 Balcom, Eric P..
 56-76 Bishop, John E.
 46-66 Bossert, Charles E.
 60-87 Bandom, Kenneth W.
 63-79 Bunnell, Thomas H.
 40-83 Burlin, John T.
 42-69 Carroll, John F.
 45-86 Clark, Harry F.
 44-80 Clark, John E.
 64-90 Callahan, Philip R.
 55-90 Clear, John B.
 47-84 Coakley, Claude
 63-89 Cody, David W.
 40-76 Corwin, Frank H.
 65-96 Crosson, Larry R.
 56-88 Croyle, Samuel B.
 48-84 Deason, Leo E.
 45-76 Dowling, Carl T.
 68-83 Drury, Michael C.
 60-90 Dunn, William H.
 64-99 Ebert, Thomas L.
 64-98 Eikost, Carl W.
 51-74 Ettel, Michael S.
 53-83 Fahey, John J.
- 64-96 Fritts, Charles R.
 41-81 Gunn, Walter H.
 55-82 Hara, Joseph A.
 88-06 Hart, Jefferson L.
 52-83 Howard, Ormand L.
 65-94 Hufford, Alvin H.
 64-92 Jeck, Joel R.
 58-89 Johnson, Chester L.
 45-73 Keiner, Edward J.
 56-87 Killian, Donald F.
 36-65 Kravitz, Irving S.
 66-92 Leavy, Walter. W
 36-68 LeClaire, John B.
 45-81 Lee, Richard J.
 45-75 Leigh, Stuart R.
 66-99 Liggett, Terry D.
 59-87 Lochner, Donald E.
 66-90 Lyons, Robert J.
 56-84 Magee, Jack D.
 75-06 Mahaney, John M
 51-85 Mahler, Fredrick P.
 42-72 McClimans, Hillery
 40-81 McLaughlin, Thomas W.
 42-79 McNew, Paul E.
 42-74 Meehan, Edward J.
 53-78 Meek, Robert W.
 44-80 Miller, Beauford G.
 39-75 Milner, John D.
 42-73 Morehead, Clem W.
 52-85 Morgan, James J.
 57-97 Morris, Walter K.
 45-77 Murdock, Burgess W.
 55-85 Myers, Gordon L.
 53-85 Otto, William B.
 56-88 Palsson, Eugene E.
 64-99 Phillips, John J.
 47-73 Pierson, Leon R..
 46-76 Prestia, Arthur B.
 51-74 Ramey, Richard J.
 66-91 Robey, Jerry L.
 59-85 Rodgers, Melvin L.
 55-88 Roz, Wallace S.
 65-91 Sandercox, Gordon M.
 42-73 Smith, Darrow H.
 47-83 Soukup, Frank W.
 45-79 Stone, Robert A.
 64-02 Sullivan, Walter P.
 48-83 Sutton, Donald A.
 40-68 Townsend, William.
 53-85 Vanwinkle, Charles L.
 67-91 Weibly, Robert L.
 53-83 Weiland, Peter J.
 67-97 Werve, Nicholas J.
- 2007**
 52-84 Abbott, Samuel M.

IN REMEMBRANCE

- 42-77 Baar, Rutland F.
 53-83 Banks, Emmet E.
 41-73 Barnard, Corriden D.
 57-80 Barter, Ernest F.
 48-84 Bast, Allan V.
 42-76 Becker, Justin J.
 52-84 Billian, Robert W.
 47-85 Brooks, Donald S.
 42-73 Brower, Robt. W.
 37-74 Buck, Robert N.
 46-81 Burgner, William W.
 68-90 Cannon, William R.
 55-84 Carr, William G.
 42-80 Clegg, George
 53-83 Cook, Walter
 54-85 Coray, Frank M.
 53-78 Crowder, Warren C.
 45-79 Davis, Charles M.
 56-85 Denison, Jack E.
 38-66 Downing, Robert C.
 53-82 Eleson, Robert O.
 52-83 Fitzgibbon, Francis D.
 66-86 Fowler, James I.
 40-78 Fox, John R.
 55-84 Francis, Hugh A.
 56-85 Gallagher, Edward P.
 45-81 Gilbert, Stewart B.
 52-82 Goodspeed, Manley J
 47-80 Graham, Jack L..
 52-83 Greene, Stewart P.
 56-86 Gwin, Roy F.
 42-64 Harland, Francis A.
 51-53 Hassler, William C.
 55-89 Heckerson, Dennis L.
 47-86 Henderson, Don J.
 44-85 Henslee, Jess E.
 64-92 Hilt, Donald R.
 86-99 Huey, Victor B.
 45-76 Hunter, Clifford
 48-80 Jacobsen, Harry
 63-92 Johnson, Robert G.
 65-92 Joiner, Jerry P.
 65-98 Jordon, Myron G.
 51-85 Judd, Lewis
 40-78 Karshick, Frank
 53-89 Kent, Joseph A.
 56-85 Kidd, John R.
 58-94 Lagle, Johnson R.
 53-89 Lahn, Roger J.
 51-86 Ledet, Hardy M.
 60-88 Leighton, Howard J.
 42-83 Mann, Howard T.
 44-78 Marquart, Richard S.
 56-86 Masker, John W.
 42-86 Massie, Norbert E.
 45-79 May, John Thad
- 44-77 McFarland, Hiram L.
 56-90 McGrath, Thomas L.
 42-72 Miller, Adair
 53-83 Nevins, John F.
 72-23 Olinger, Ronald K.
 56-85 Parker, Robert W.
 45-78 Parkhill, Clifton A.
 40-73 Peek, John T.
 53-84 Penney, James H.
 51-76 Preston, Richard T.
 65-80 Radde, Floyd F.
 47-80 Ray, Hadley N.
 54-81 Reinbold, George L.
 41-83 Rodeberg, Vernard D.
 47-84 Roman, Edwin L.
 65-95 Sandberg, Denzel M
 42-74 Schmidt, Arthur C.
 55-87 Sofianek, Joseph J.
 56-86 Stack, John C.
 56-90 Steele, Jr., Samuel D
 45-76 Terry, Raymond B.
 45-89 Thorpe, William R.
 64-88 Tucci, Bernard A. Jr.
 43-69 Valazza, Dino G.
 56-85 Wellman, Harlow
 56-86 White, Theodore W.
 55-85 Witten, John J.
- 2008
- 65-98 Abraham Lawrence E.
 54-80 Ahlberg, Reino, T.
 57-85 Anderson, Norman F.
 63-87 Armani, Ronald T.
 45-78 Ashcraft, Loren (Bill)
 57-86 Buchanan, Glenn G.
 54-88 Buckley, David M.
 64-91 Burdo, Thomas W.
 54-86 Charletta, Edward A.
 57-91 Cocks, Robert L.
 56-84 Cole, John W.
 64-92 Collins, William H. Jr
 53-85 Coughlin, James M.
 52-84 Crase, Leonard W.
 55-90 Croskell, Robert W.
 44-78 Dail, Max W.
 45-82 Debruyn, Richard W.
 64-97 Dennis, Charles F.
 45-84 Doherty, Francis J.
 51-77 Dowd, Robert E.
 42-47 Eck, Carl F.
 45-78 Elliott, Edward J.
 47-67 Faulk, Blaine M
 45-83 Fischer, William C.
 64-92 Fos, Donald J.
 42-84 Frankum, J Ed.
 66-97 Frey, Gregory D.
- 51-84 Gettings, Albert H.
 69-98 Gwinn, David B.
 45-81 Hager, James S.
 56-87 Hale, John
 47-81 Hampel, George L.
 42-45 Harkin, John K.
 00-02 Harris, William E.
 42-70 Harrison, William L.
 55-87 Hawes, Albert R.
 65-88 Hazlett, Frederick W.
 36-72 Henry, Harley
 66-01 Hohensee, Karl M.
 60-80 Jackson, Delbert W.
 45-74 Jespersion, Harlan V.
 45-76 Jinnett, Francis, E.
 65-91 Johnson, Richard V.
 67-91 Jones, Robert W.
 47-81 Juda, John Jr.
 68-88 Kenley, David C. III
 66-92 Kennedy, Everett J. Jr.
 66-86 Kernodle, Oliver P. Jr.
 47-83 Kirst, Henry J.
 46-75 Knight, Curtis U.
 68-98 Lee, James E. III
 51-87 Leslie, Frazier J.
 47-82 Lovett, Robert J.
 45-82 Ludwig, Richard H.
 58-87 Lupinek, Niles L.
 45-73 McClure, James T.
 48- ? McKenney, C.W.
 47-83 Milburn, Dale
 56-89 Miller, Norman O.
 45-80 Morin, John M.
 65-97 Mueller, Gerard H.
 45-77 Murchan, Lawrence A.
 66-00 Nelson, Grant K.
 66-01 O'Donnell, Craig W
 38-77 Olson, Orville R.
 88-08 Parrella, Steven J.
 47-80 Richardson, Delbert L.
 51-82 Salz, Joseph W. Sr.
 45-77 Schaeffer, Asa A.
 56-85 Scown, Lamar M.
 51-83 Scroggins, Stanley H.
 48-77 Stark, John J.
 47-86 Taylor, Dennis J.
 56-86 Teommey, Willard
 40-81 Thorne, George R.
 70-96 Twombly, James H.
 52-89 Valacer, Stanley
 47-82 Vandavelde, Albert C.
 53-86 White, Hamilton R.
 47-85 Wierks, Lowell D
 53-83 Woolsey, Lacelle W.
 40-84 Young, James R.

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